METROPOLITAN TRANSPORTATION COMMISSION

Corridor Mobility Improvement Account: Bay Area Project Submittals

January 10, 2007

METROPOLITAN
TRANSPORTATION
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MOBILITY CONGESTION RELIEF CONNECTIVITY SAFETY TECHNOLOGY

METROPOLITAN
TRANSPORTATION
COMMISSION

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January 10, 2007

John Barna
Executive Director
California Transportation Commission
1120 N Street, Room 2221 – MS 52
Sacramento, CA 95814

Attention: David Brewer

Dear Mr. Barna:

With this letter, I am pleased to transmit MTC's proposed Program of Projects for the Corridor Mobility Improvement Account (CMIA).

MTC's Program of Projects for the CMIA includes roughly $2 billion in significant corridor mobility and congestion relief projects in the nine-county Bay Area. The program was developed according to the California Transportation Commission guidelines for the CMIA Program, and is the product of a collaborative effort between MTC and its transportation partners throughout the region.

Please feel free to contact me at (510) 817-5850, or Kenneth Folan of my staff at (510) 817-5804 if you need further information about our region's nominations. We look forward to working with you in finalizing the CMIA Program.

Sincerely,

Alix Bockelman
Director
Programming and Allocations

cc: Ross Chittenden, Caltrans HQ
Bijan Sartipi, Caltrans D4

J:\PROJECT\Funding\Infastructure Bond\I-Bond\CMIA - Corridor Mobility Improvement Account_MTC Final Submittal to CTC\Master Documents\CMIA Transmittal Letter.doc

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA)

PROPOSED PROGRAM OF PROJECTS

MTC Resolution No. 3792

For the Nine-County San Francisco Bay Area Region

METROPOLITAN

TRANSPORTATION

COMMISSION

January 10, 2007

http://www.mtc.ca.gov

METROPOLITAN TRANSPORTATION COMMISSION
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CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA)
MTC'S PROGRAM OF PROJECTS

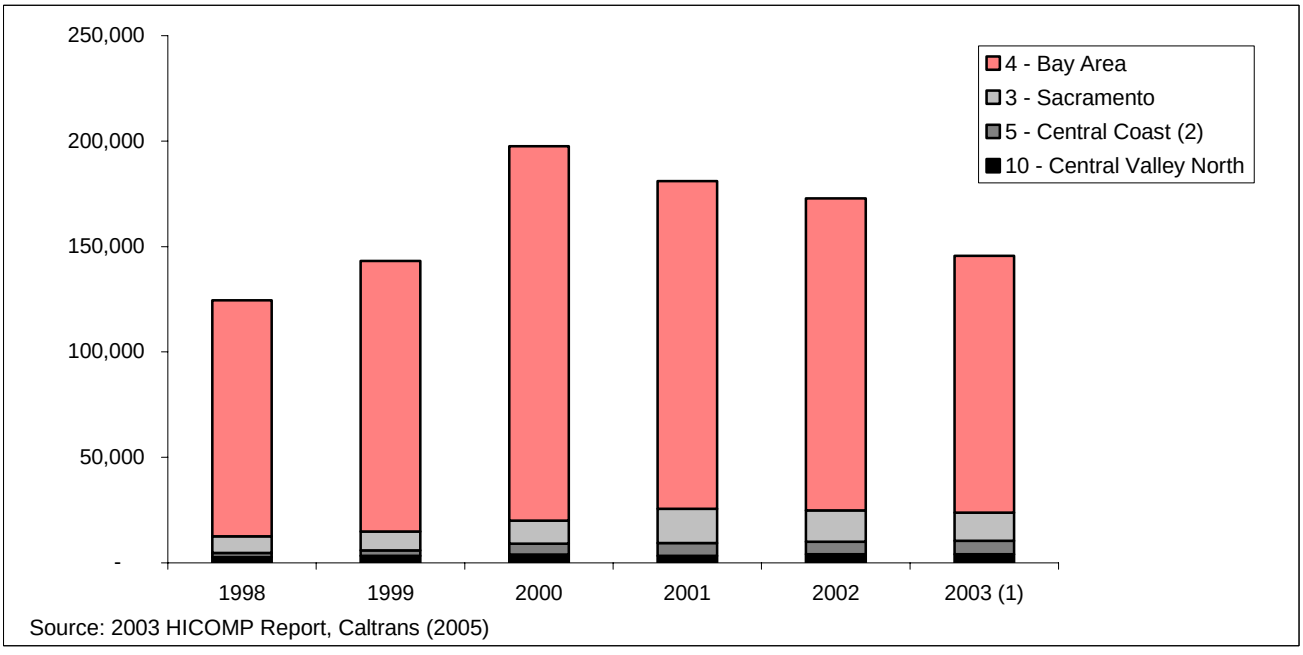
INTRODUCTION

MTC's Program of Projects for the CMIA includes about $2 billion in important corridor mobility and congestion relief projects in the nine-county Bay Area. A map of these investments follows this introduction. The program was developed according to the California Transportation Commission guidelines for the CMIA Program, and is the product of a collaborative effort between MTC, Caltrans and transportation partners throughout the region.

The Bay Area's actual need for CMIA funding far exceeds the statutorily available amount, as evidenced by the $4 billion submitted to MTC for consideration. The region again is responding to a challenging funding environment with local funds and innovative funding solutions. The $2 billion CMIA request is part of a $4.6 billion funding strategy for highway improvements that includes local, regional, state and federal funding. The region will leverage the CMIA funding with $1.3 billion in existing funding commitments and over $200 million in future Regional Transportation Improvement Program (RTIP) funding to make congestion relieving, safety and connectivity investments to the state highway system.

The Program of Projects focuses on congestion relief, the primary goal of the CMIA program. As shown below, the Bay Area is home to roughly 85% of the congestion in the "north" of the state and the Program of Projects will provide relief in all of the congested corridors. In addition, the Program of Projects addresses safety and connectivity concerns and includes over 100 miles in new high occupancy vehicle (HOV) lanes including various HOV gap closures, a potential 30% addition to the existing HOV network.

Bay Area Home to 85% of the Congestion in Northern California



(1) Last year for which statewide data has been published.
(2) Data for 2003 are estimated. District did not perform monitoring in 2003.

Congestion Relief
On the congestion relief side, the package of investments strongly supports the completion of HOV lanes – both projects that close gaps in the existing HOV network and projects that would extend the network. Corridors slated for HOV lanes are Routes 4 and Interstate 680 through Contra Costa County; Interstate 580 through the Livermore Valley in Alameda County; Interstate 880 through Santa Clara County; and U.S. 101 through Marin and Sonoma counties. In some corridors, such as the Interstate 80 corridor leading to the Bay Bridge and the 101 corridor through Santa Clara and San Mateo counties, where land and capacity is constrained, congestion reduction strategies involve auxiliary lanes and/or system management techniques like improved incident signage, variable speeds, and ramp metering.

Safety and Connectivity
The proposal also aims to improve safety and connectivity. For example, the proposal supports eliminating a discontinuity in the system between Alameda and Contra Costa counties by constructing a fourth bore through the Caldecott Tunnel. Additionally, the proposal includes improvements to an east-west connector between Solano and Napa counties, State Route 12. Finally, the proposal supports significant investment to replace the south access to the Golden Gate Bridge, Doyle Drive, to improve safety on this structurally and seismically deficient bridge approach.

Regional System Management
Consistent with the CTC guidelines that emphasize corridor system management and preservation of mobility improvements over time, MTC's proposal includes roughly $100 million in regional system management projects. These improvements complement other improvements along Interstate 580, U.S. 101 in San Mateo and Santa Clara counties, and Interstate 80 through Solano County. Further, as part of the Commission endorsement of the project list, there is a commitment to completion of corridor system management plans to support continued congestion relief in corridors selected for CMIA funding. This was included in the adopting resolution – a commitment by MTC, in cooperation with Caltrans, to continue to develop the Freeway Performance Initiative, which will establish appropriate corridor and system management strategies based on performance assessment and congestion reduction. All projects proposed as part of the MTC Program of Projects will include the system management components needed to manage the system. This is consistent with MTC Resolution 3609, which established a regional policy to include Traffic Operations System (TOS) equipment in all major freeway projects.

Strategic Corridor Investment Strategy
All told, these improvements total roughly $2 billion and are summarized by corridor below:

Corridor/Project Category	**Congestion (Vehicle Hours of Delay)**	**MTC Recommendation (in million $s)**
State Route 4 – Contra Costa	8,960	85
State Route 12 – Napa/Solano	N/A	89
State Route 24/I-680 – Alameda/Contra Costa	8,310	186
I-80 – Alameda/Contra Costa/Solano	21,110	213
U.S. 101 Corridor – San Mateo/Santa Clara	12,280	224
U.S. 101 Corridor – San Francisco/Marin/Sonoma	16,660	546
I-580/I-238 – Alameda	15,470	294
I-880 – Alameda/Santa Clara	11,360	285
Regional System Management	29,600	102
Total		**$2,024**

Broad Highway Vision
Because the CMIA has synergies with other bond programs, the MTC adopted Program of Projects includes other complementary Proposition 1B and state fund sources such as Trade Corridor, Interregional Improvement Program, Intelligent Transportation System, SHOPP, and RTIP to assist the Commission and the CTC in developing and programming a comprehensive funding strategy to address congestion, system management and goods movement in the Bay Area's major freeway corridors.

For the ITIP, MTC's recommendation includes $100 million, or 20% of the $500 million ITIP bond category available statewide, based on historical programming. MTC, working with Caltrans, has identified strong ITIP candidates, focusing on two key corridors with interregional benefit: 1) I-80 through Solano county; and 2) U.S. 101 through Marin and Sonoma counties.

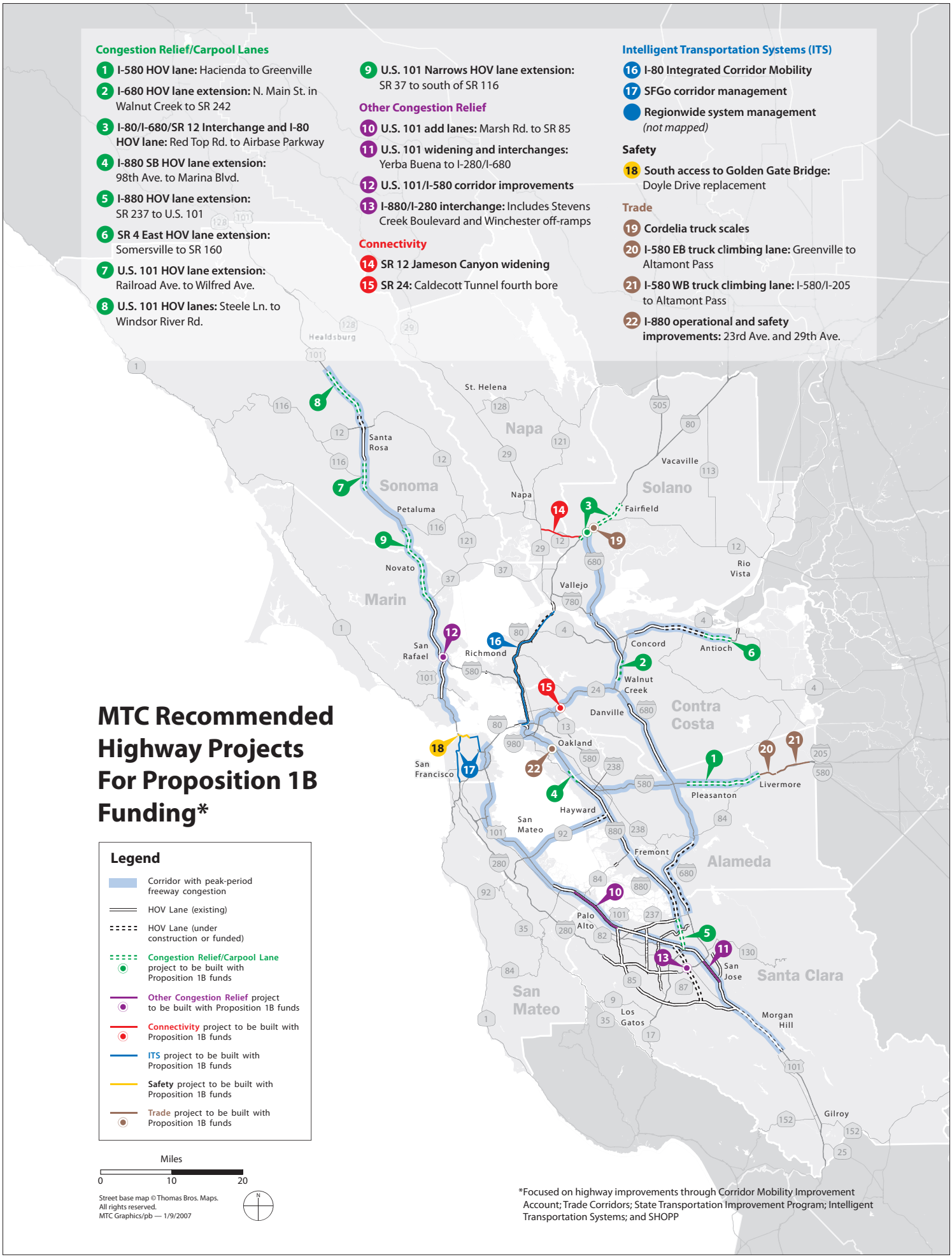
For the Trade Corridor program, MTC has identified $190 million in highway facility improvements along Interstates 580, 880, and 80. While we understand that Trade Corridor decisions will trail the CMIA project selection by CTC, MTC has identified the CMIA/Trade link as part of the CMIA submittal to better illustrate the overall transportation infrastructure needs in the Bay Area.

As noted above, MTC has identified other complementary Proposition 1B and state fund sources such as SHOPP (including local Intelligent Transportation System funds), and RTIP to assist the CTC in developing and programming a comprehensive funding strategy to address congestion, system management and goods movement in the Bay Area's major freeway corridors. The commitment to the Regional Transportation Improvement Program (RTIP) funds was formalized through the adopted resolution that stated that MTC and the Congestion Management Agencies commit to the RTIP funding amounts identified in the submitted CMIA Program of Projects for all projects selected for CMIA funding by the CTC.

Consistency with Caltrans List

Proposition 1B calls for both MTC, as the Regional Transportation Planning Agency (RTPA), and Caltrans to submit project nominations for the Bay Area. MTC has worked with Caltrans, in cooperation with the county Congestion Management Agencies (CMAs), to develop similar recommendations based on critical regional needs. The unified approach demonstrates that the transportation partners in the Bay Area are serious about delivering congestion relieving and performance enhancing projects in the region.

The primary difference between the Caltrans and MTC list for the Bay Area is related to the inclusion in the MTC Program of Projects of expanded project limits and extended HOV lane mileage for the same congested corridors as emphasized in the Caltrans District 4 submittal. The MTC list is roughly $600 million higher, reflecting the vastness of the need in meeting the Bay Area's congestion needs – which is roughly 85% of the congestion in the northern part of California.


Congestion Relief/Carpool Lanes
1 I-580 HOV lane: Hacienda to Greenville
2 I-680 HOV lane extension: N. Main St. in Walnut Creek to SR 242
3 I-80/I-680/SR 12 Interchange and I-80 HOV lane: Red Top Rd. to Airbase Parkway
4 I-880 SB HOV lane extension: 98th Ave. to Marina Blvd.
5 I-880 HOV lane extension: SR 237 to U.S. 101
6 SR 4 East HOV lane extension: Somersville to SR 160
7 U.S. 101 HOV lane extension: Railroad Ave. to Wilfred Ave.
8 U.S. 101 HOV lanes: Steele Ln. to Windsor River Rd.
9 U.S. 101 Narrows HOV lane extension: SR 37 to south of SR 116
Other Congestion Relief
10 U.S. 101 add lanes: Marsh Rd. to SR 85
11 U.S. 101 widening and interchanges: Yerba Buena to I-280/I-680
12 U.S. 101/I-580 corridor improvements
13 I-880/I-280 interchange: Includes Stevens Creek Boulevard and Winchester off-ramps
Connectivity
14 SR 12 Jameson Canyon widening
15 SR 24: Caldecott Tunnel fourth bore
Intelligent Transportation Systems (ITS)
16 I-80 Integrated Corridor Mobility
17 SFGo corridor management
Regionwide system management (not mapped)
Safety
18 South access to Golden Gate Bridge: Doyle Drive replacement
Trade
19 Cordelia truck scales
20 I-580 EB truck climbing lane: Greenville to Altamont Pass
21 I-580 WB truck climbing lane: I-580/I-205 to Altamont Pass
22 I-880 operational and safety improvements: 23rd Ave. and 29th Ave.
Healdsburg
St. Helena
Napa
Santa Rosa
Sonoma
Petaluma
Novato
Marin
San Rafael
Richmond
Vacaville
Solano
Fairfield
Rio Vista
Vallejo
Concord
Antioch
Walnut Creek
Danville
Contra Costa
Oakland
San Francisco
Pleasanton
Livermore
Hayward
San Mateo
Fremont
Alameda
Palo Alto
San Jose
Santa Clara
Los Gatos
Morgan Hill
Gilroy
MTC Recommended Highway Projects For Proposition 1B Funding*
Legend
Corridor with peak-period freeway congestion
HOV Lane (existing)
HOV Lane (under construction or funded)
Congestion Relief/Carpool Lane project to be built with Proposition 1B funds
Other Congestion Relief project to be built with Proposition 1B funds
Connectivity project to be built with Proposition 1B funds
ITS project to be built with Proposition 1B funds
Safety project to be built with Proposition 1B funds
Trade project to be built with Proposition 1B funds
Miles
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Street base map © Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 1/9/2007
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*Focused on highway improvements through Corridor Mobility Improvement Account; Trade Corridors; State Transportation Improvement Program; Intelligent Transportation Systems; and SHOPP

Metropolitan Transportation Commission
CMIA Program of Projects and Companion Funding Strategy

(all funding in thousands)

County	Project	Total Project Cost Estimate (Year of award)	Prior and Existing Funding (Year of award)	Proposition 1B/State Funds						Other New Funding (Includes Match for Trade Category)	Comments
				CMIA	Trade	ITS	RTIP I - Bond and 2008 RTIP	ITIP I - Bond	SHOPP		
State Route 4 Corridor: Contra Costa											
CC	SR4-East HOV Extension from Somersville Rd to SR 160	$ 335,000	$ 235,000	$ 85,000			$ 15,000				
State Route 12 Corridor: Napa/Solano											
NAP SOL	SR 12 Jameson Canyon Widening from 2 to 4 Lanes	$ 133,000	$ 17,400	$ 88,600			$ 27,000				
State Route 24/I-680 Corridor: Contra Costa/Alameda											
ALA CC	SR 24 Caldecott Tunnel 4th Bore	$ 420,000	$ 216,000	$ 175,000			$ 29,000				
CC	I-680 NB HOV Extension from North Main Street in Walnut Creek to SR 242	$ 21,000	$ -	$ 10,500			$ 10,500				
I-80 Corridor: Alameda/Contra Costa/Solano											
SOL	I-80/I-680/SR 12 Interchange (Second Phase) and I-80 HOV Extension	$ 323,412	$ 123,412	$ 150,000				$ 50,000			
SOL	I-80 Cordelia Truck Scales	$ 99,600	$ -		$ 49,800					$ 49,800	Proposed $49.8 M AB1171 Toll Match
ALA CC	I-80 Integrated Corridor Mobility	$ 87,700	$ -	$ 63,300		$ 24,400					$24.4 M local ITS for San Pablo Avenue improvements
US 101 Corridor: San Mateo/Santa Clara											
SM SCL	US 101 Additional lanes from Marsh Rd to SR 85, including Willow I/C	$ 271,076	$ 66,650	$ 194,426			$ 10,000				
SCL	US 101 Widening and Interchanges from Yerba Buena to I-280/I-680	$ 104,220	$ 61,220	$ 30,000			$ 13,000				
US 101 Corridor: San Francisco/Marin/Sonoma											
SF	US 101 South Access to Golden Gate Bridge: Doyle Drive Replacement	$ 810,000	$ 155,271	$ 175,000			$ 54,000		$ 375,000	$ 50,729	Base replacement cost of $550 M covered by State with CMIA and SHOPP; remainder future federal, RTIP and Prop K.
SF	SFGo: Corridor Management on US 101 between Golden Gate Bridge and Bay Bridge and SR 1 along 19th Ave/Park Presidio	$ 51,600	$ 21,600			$ 30,000					
MRN	I-580 WB to US 101 NB Auxiliary Lane	$ 20,000	$ -	$ 20,000							
MRN SON	US 101 Marin-Sonoma Narrows: HOV Extension from Atherton Ave in Novato to south of Petaluma River Bridge and HOV Lane Conversion through Novato	$ 379,000	$ 67,000	$ 170,000			$ 52,000	$ 50,000		$ 40,000	Other includes future federal funds - $40.0M
SON	US 101 HOV Extension from Railroad Ave to Santa Rosa Ave	$ 193,090	$ 108,042	$ 85,848							
SON	US 101 HOV Extension from Steele Lane to Windsor River Road (North Phase A and B)	$ 166,000	$ 71,000	$ 95,000							
I-580/I-238 Corridor: Alameda											
ALA	I-580 HOV Lanes from Hacienda/Foothill to Greenville Including Isabel / SR 84/I-580 I/C Improvements	$ 452,100	$ 131,000	$ 294,100					$ 27,000		
ALA	I-580 EB Truck Climbing Lane Over Altamont	$ 100,000	$ -		$ 50,000					$ 50,000	Proposed $50 M Match TBD
SJ	I-205/I-580 Altamont Pass Westbound Truck Lane	$ 100,000	$ -		$ 50,000					$ 50,000	Proposed $50 M Match - San Joaquin County Sales Tax
I-880 Corridor: Alameda/Santa Clara											
SCL	I-880 HOV Extension from SR 237 in Milpitas to US 101 in San Jose	$ 142,700	$ -	$ 127,700			$ 15,000				
SCL	I-880/280 Interchange (Stevens Creek Boulevard and Winchester Off-ramps)	$ 70,000	$ 12,500	$ 50,000			$ 7,500				
ALA	I-880 SB HOV Extension from 98th Ave to Marina Ave (includes TSM components)	$ 108,000	$ -	$ 108,000							
ALA	I-880 Operational and Safety Improvements at 23rd and 29th Ave	$ 91,000	$ 12,000		$ 39,500					$ 39,500	Proposed $39.5M Match - TBD
Regional System Management											
REG	Regionwide System Management	$ 101,900		$ 101,900							
Total											
	Total:	**$ 4,580,398**	**$ 1,298,095**	**$ 2,024,374**	**$ 189,300**	**$ 54,400**	**$ 233,000**	**$ 100,000**	**$ 402,000**	**$ 280,029**	

Date: January 10, 2007
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 3792

This resolution adopts the Corridor Mobility Improvement Account (CMIA) Program of Projects for the San Francisco Bay Area for submission to the California Transportation Commission (CTC).

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated January 10, 2007.

Attachment 1 – MTC CMIA Program of Projects

Date: January 10, 2007
W.I.: 1515
Referred by: PAC

RE: Adoption of Corridor Mobility Improvement Account Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3792

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC biennially adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, Senate Bill 1266 (2006) establishes the Corridor Mobility Improvement Account (CMIA) as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 and MTC is the designated agency for the San Francisco Bay Area to submit projects to the CTC by January 16, 2007 for the CMIA account; and

WHEREAS, the Corridor Mobility Improvement Account Guidelines are consistent with Senate Bill 1266 (2006) and the CMIA program guidelines adopted by the CTC and will be used by the Commission to select a program of projects for the CMIA; and

WHEREAS, the Corridor Mobility Improvement Account Guidelines were developed and approved in MTC Resolution No. 3785; and

WHEREAS, MTC has developed, in cooperation with Caltrans, Congestion Management Agencies, and local governments, a Program of Projects for the CMIA Program for submission and consideration by the CTC; and

WHEREAS, the CTC requires all sponsors of CMIA-funded projects to submit or commit to developing and implementing a corridor system management plan as a part of the CMIA project submission in order to preserve project mobility gains; and

WHEREAS, MTC has initiated, in cooperation with Caltrans, the Freeway Performance Initiative, which will establish appropriate corridor and system management strategies based on performance assessment and congestion reduction; and

WHEREAS, many projects in the proposed CMIA Program include RTIP funds and the inclusion of such funding constitutes a commitment by MTC and the Congestion Management Agencies of county shares toward the funding packages for the projects; and

WHEREAS, a public comment and input period was held between December 20, 2006 and January 5, 2007 on the proposed Program of Projects for the CMIA Program; and

WHEREAS, MTC's Programming and Allocations Committee has considered public comments and input and recommends adoption of the CMIA Program of Projects; now, therefore, be it

RESOLVED, that MTC adopts the CMIA Program of Projects, attached hereto as Attachment '1' and incorporated herein as though set forth at length, and finds it consistent with the RTP or proposed changes to the RTP; and, be it further

RESOLVED, that MTC's adoption of the CMIA Program of Projects is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that MTC commits to working cooperatively with Caltrans and projects sponsors in developing and implementing a corridor system management plan for all corridors submitted for CMIA funding consideration; and, be it further

RESOLVED, that MTC commits to the RTIP funding amounts identified in the submitted CMIA Program of Projects for all projects selected for CMIA funding by the CTC; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 10, 2007.

Date: January 10, 2007
W.I.: 1515
Referred by: PAC

Attachment 1
Resolution No. 3792

Corridor Mobility Improvement Account (CMIA) Program of Projects and Companion Funding Strategy

Project List

Date: January 10, 2007
W.I.: 1515
Referred by: PAC

Attachment 1
Resolution No. 3792

Attachment 1
CMIA Project Recommendations and Companion Funding Strategy

(all funding in thousands)

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San Francisco Bay Area Key Corridors
1 State Route 4 Corridor: Contra Costa
2 State Route 12 Corridor: Napa/Solano
3 State Route 24/I-680 Corridor: Contra Costa/Alameda
4 I-80 Corridor: Alameda/Contra Costa/Solano
5 US 101 Corridor: San Mateo/Santa Clara
6 US 101 Corridor: San Francisco/Marin/Sonoma
7 I-580/I-238 Corridor: Alameda
8 I-880 Corridor: Alameda/Santa Clara
Miles
0
10
20
Healdsburg
St. Helena
Napa
Santa Rosa
Sonoma
Petaluma
Novato
Marin
San Rafael
Vacaville
Solano
Fairfield
Rio Vista
Vallejo
Richmond
Concord
Antioch
Walnut Creek
Danville
Contra Costa
Oakland
San Francisco
Pleasanton
Livermore
Hayward
San Mateo
Fremont
Alameda
Palo Alto
San Jose
Santa Clara
Los Gatos
Morgan Hill
Gilroy
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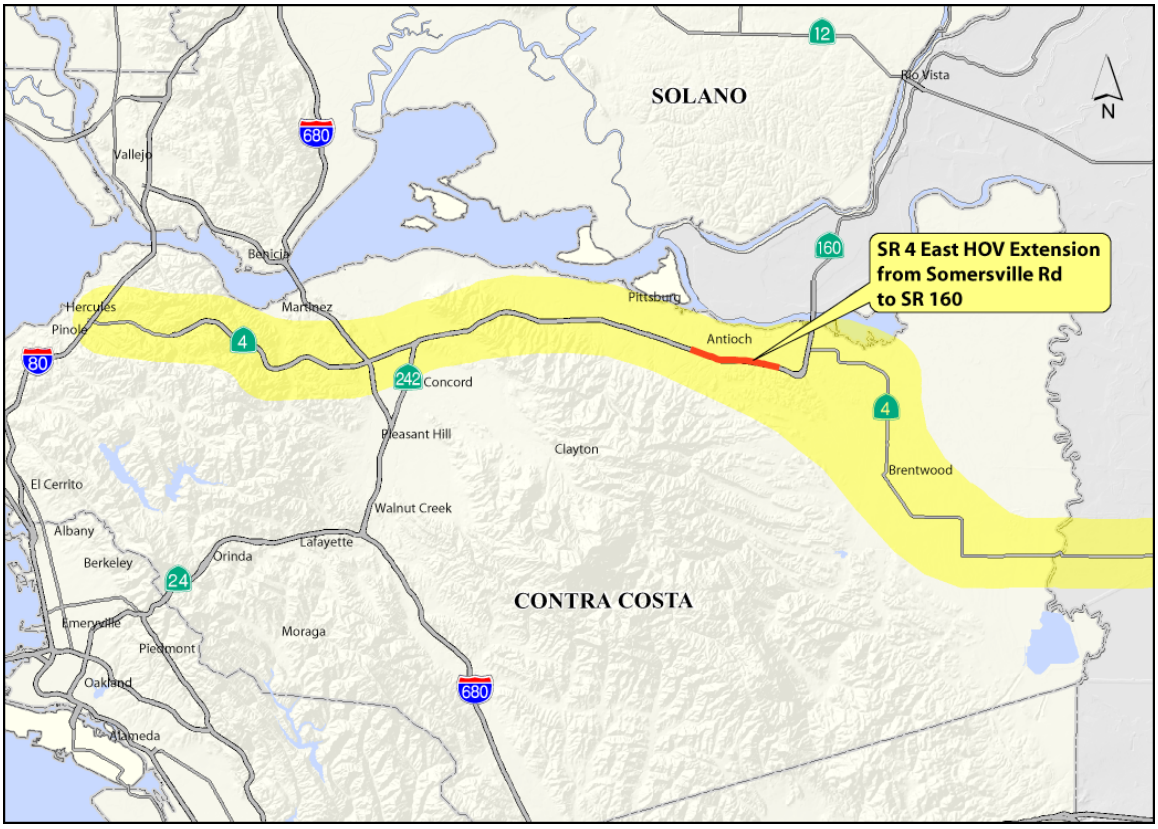
MTC Graphics/pb — 1/16/2007

Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

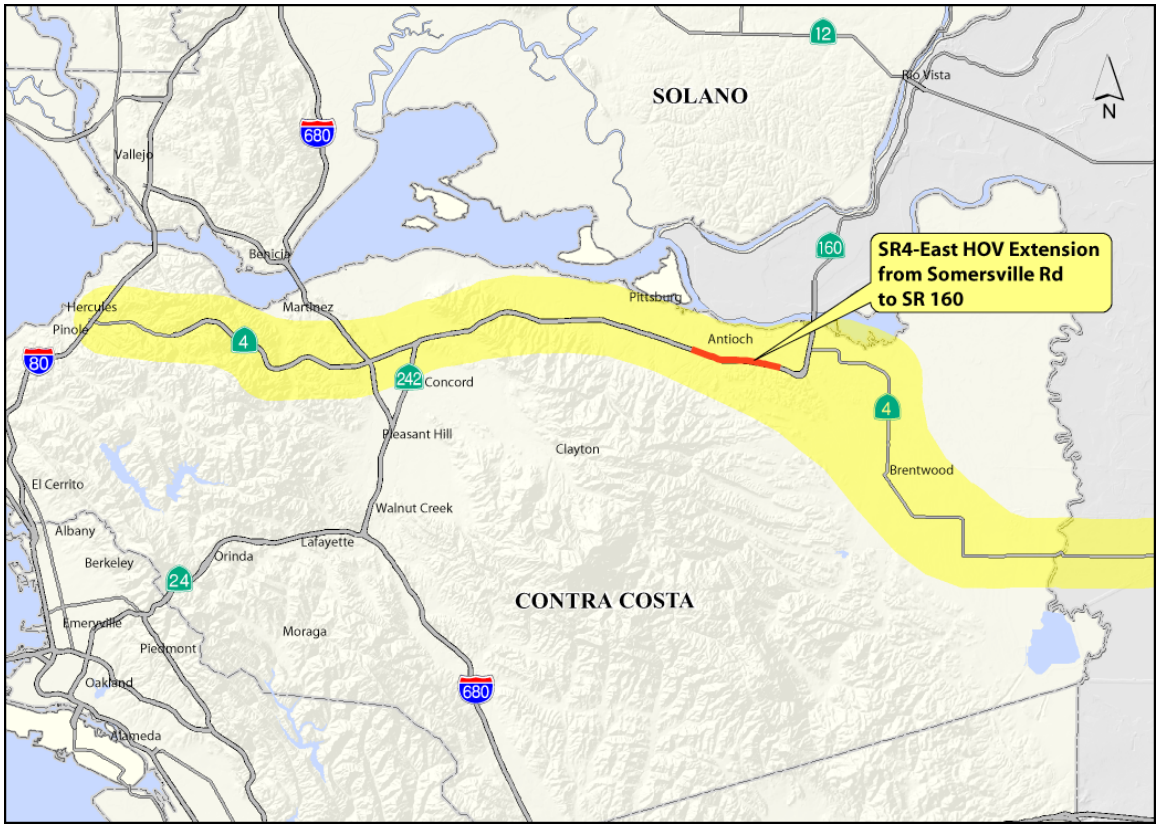
State Route 4 Corridor: Contra Costa



January 10, 2007

Project Location Map

State Route 4 East HOV Extension From Somersville to SR-160



January 10, 2007

CMIA PROJECT NARRATIVE

SR 4 East Widening from Somersville Road to SR160

Travel Corridor Description

SR 4 is included in California's Freeway and Expressway System and has been identified by the State as an Interregional Road System route between the eastern limits of Antioch and SR 89 near the Nevada border. It is an important statewide east-west inter-regional route providing connectivity from I-80 in Hercules across Contra Costa County to San Joaquin County. The SR 4 corridor consists of a freeway facility, extending from I-80 to SR160, at which point SR 4 subsequently becomes a conventional highway through a major growth area of the region. It is approximately 30 miles in length and intersects with I-680 and SR 242.

In addition to being the major regional approach for recreational traffic to the Sacramento-San Joaquin Delta region, SR 4 has become one of the region's major commute arterials. Regional rail (BART) currently extends through the median along a portion of SR 4. There are long-term plans to extend BART to Antioch near SR 160. There is also bus service in the SR 4 corridor.

Over the last two decades, virtually the entire length of Route 4 in the Bay Area has been reconstructed through a series of projects, except for a stretch at the eastern edge of Contra Costa County. The freeway has been widened and HOV lanes added between Route 242 to Loveridge Road. These improvements have largely been funded with local sales tax revenues, contributing 83% of the $383 million of improvements to date.

Project Function

The project proposed for partial CMIA funding would complete the last remaining freeway widening and HOV lane extension to the east, where it would connect with a new Route 4 Bypass already under construction. SR 4 would be widened between Somersville Road and SR 160, HOV lanes would be extended east to the SR 4 Bypass, and five interchanges would be reconstructed. The purpose of the project is to alleviate traffic delays, improve operations, and enhance safety by widening, reconstructing interchanges and including HOV lanes in each direction. Phase 1 will include an eight-lane widening from Somersville Road to west of A Street/Lone Tree Way, a six-lane widening from A Street/Lone Tree Way to the proposed SR 4 Bypass, and reconstruction of the interchanges at Somersville Road, Contra Loma, and G Street. Phase 2 will include the reconstruction of the A Street/Lone Tree Way interchange. The scope also includes widening from six to eight lanes to west of Hillcrest Ave. Phase 3 will include the reconstruction of the Hillcrest interchange.

Project Benefits

A. Operations and Safety

SR 4 is the sixth most congested freeway in the Bay Area, with motorists experiencing about 9,000 vehicle-hours of delay per day. This section of the SR 4 corridor experiences

an AADT volume of approximately 101,000 vehicles. Truck traffic accounts for approximately 5% to 6% of the peak hour traffic volume over the project corridor. Commercial and residential development in East Contra Costa County have continued without corresponding improvements on freeway, local streets, and transit systems. The proposed project would alleviate existing and reduce future traffic congestion, accommodate future travel demand, reduce vehicular traffic on local streets, reduce travel time and delay, encourage use of carpooling during peak travel hours, and improve travel reliability for freight.

The project would improve safety by reconstructing interchanges and improving standards on the freeway. Implementation of ramp metering will decrease peak period congestion and smooth traffic flows entering the freeway thereby reducing accidents.

B. Air Quality

Contra Costa County is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the National attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. However, the Region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as motorist travel times and speeds increase, significant reductions in air pollutant emissions will be attained.

C. Access to Jobs, Housing, Markets, and Commerce

Residential development predominates in the SR 4 Corridor, with continuing low-density suburban style residential growth in the eastern part of the corridor. BART was extended to Bay Point in 1997 and serves commuters to the East Bay and San Francisco. SR 4 provides residents with additional rail connections at the Concord BART station, as well as the Amtrak-Capitol Corridor station in Martinez. SR 4 also intersects with I-680 and SR 160. Due to current capacity constraints and growing congestion, local roads such as Bailey, Kirker Pass and Vasco have seen significant increases in traffic.

The SR 4 East Corridor has witnessed above average growth in both population and housing. Over the past twenty years, more than 30% of growth in Contra Costa County has occurred in this one Corridor. This development has been spurred on by high housing prices in Central Contra Costa County as well as core Bay Area cities. This, together with improvements to SR 4 and SR 24, has made commuting from eastern Contra Costa increasingly attractive. While the growth in the Corridor has attracted substantial retail businesses, other employment opportunities remain outside the Corridor. Commercial and employment development are chiefly in the Central (I-680) and Western (I-80) travel corridors of Contra Costa County.

Project Risks

The project is divided into three distinct phases which are dependent on the availability of funding. The project also has an aggressive project schedule. The Measure J bonds,

acquired by CCTA have a "spend-down" clause that requires funds to be spent by the end of 2009. If this timetable is not met, a penalty will be imposed.

Right of way utilities are expected to be relocated prior to construction. Any delay in the utility work would impact the project schedule. There are high & low risk utilities involved. The required right of way acquisition for the corridor widening will impact businesses and homes. Condemnation is also expected for some properties.

Various permits are required for the project, such as permits from the US Corps of Engineers, Fish & Game, US Fish & Wildlife Service, Contra Costa County Flood Control District, and the California Bureau of Reclamation.

Corridor System Management Plan/Preserving Project Mobility

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. SR 4 is one of the 12 "Key Corridors" identified for analysis and development of a Corridor System Management Plan over the next 18 months.

The availability of HOV lanes through the most heavily traveled 14 miles of the corridor will play a large part in preserving mobility gains. By offering a significant timesavings to HOV lane users, it will increase the likelihood that growth in peak period travel demand on this corridor will be accommodated by transit or carpools, rather than single-occupant vehicles. In this corridor, existing mainline HOV lanes have been in operation since 2000 when the westbound lane was opened from west of Railroad Avenue to Port Chicago Highway. The HOV lane in the eastbound direction opened in 2001 within the same limits. Construction to install HOV lanes from west of Railroad Avenue to west of Loveridge has recently been completed. There is also a project to extend the HOV lanes from Loveridge Road to Somersville Road currently in the final design phase that will begin construction in spring 2008.

All projects on this corridor have installed the requisite TOS elements to provide traffic monitoring, motorist information and incident management capabilities. The development of the Corridor System Management Plan will include a detailed assessment of the feasibility of ramp metering on SR 4, which to date has not been supported by local agencies along the corridor due to the lack of alternate routes. Metering hardware has been included as part of every project along the corridor.

In order to better manage the impacts of new residential development in East Contra Costa County, home purchasers are now assessed a fee (currently $15,000 for each new single family home) which is dedicated to construction of the new Route 4 Bypass. In addition to the significant local investment in Route 4, extensions of transit further east are being pursued, through variations of BART service and examination of smart growth alternatives for land adjacent to transit stations.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Contra Costa Transportation Authority (CCTA)			**Fact Sheet Date:**	**01/11/07**
Contact Person	Susan Miller			
Phone Number	(925) 256-4736	Fax Number	(925) 407-0128	
Email Address	pmaxwell@ccta.net			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Contra Costa	4	0192F	228511	CC-030028	4	24.5	29.6

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 7	Congressional: 7
	Assembly: 11	
Implementing Agency (by component)	PA&ED: CCTA	PS&E: Caltrans/CCTA
	R/W: Caltrans/CCTA	CON: Caltrans/CCTA
Project Title	**State Route 4 East HOV Extension Widening from Somersville Rd to State Route 160**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Antioch: Widen SR-4 East to eight lanes (3 lanes + HOV in each direction) from Somersville Rd to Hillcrest Avenue (plus auxiliary lanes) and to six lanes (3 mixed flow lanes in each direction) from Hillcrest Avenue to the interchange with SR-160 and the new SR-4 bypass. The total project length is approximately 5.1 miles. The widening project includes reconstruction of: Somersville Rd. Interchange; Contra Loma/L Street Interchange; G Street Overcrossing; Lone Tree Way/A Street Interchange; Cavallo Rd under crossing; and Hillcrest Avenue Interchange.

Description of Major Project Benefits

The project will improve safety and reduce traffic congestion on SR-4 by providing two additional through lanes in both the east bound and the westbound directions, as well as the inclusion of auxiliary lanes. This project will increase the use of the carpool lanes on SR-4 by continuing the carpool lanes to Hillcrest Avenue. Once constructed, the carpool lane network on SR-4 will extend from SR-242 in Concord to Hillcrest Avenue in Antioch, over 14 miles.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		February 2000
Notice of Preparation	Document Type: ND/IS/EA	Fall 2001
Begin Circulation of Draft Environmental Document		October 2004
Final Approval of Environmental Document		July 2005
Completion of plans, specifications, and estimates		March 2009*
Right-of-way certification		July 2009 *
Ready for advertisement		July 2009 *
Construction contract award		November 2009 *
Construction contract acceptance		December 2013 *

* Project will be constructed in stages. PSE, R/W cert. and Const. start dates for final stage will be a year later. Completion dates shown are for first stage.

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Contra Costa	4	0192F	228511	CC-030028
Project Title:	State Route 4 East HOV Extension Widening from Somersville Rd to State Route 160			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13 +	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	9,700	13,400	0	0	0	0	0	23,100
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	20,000	13,700	0	0	33,700
R/W	3,011	33,489	7,400	0	0	0	0	43,900
CON	0	0	0	168,000	66,300	0	0	234,300
TOTAL	12,711	46,889	7,400	188,000	80,000	0	0	335,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E		9,100						9,100
R/W SUP (CT) *								0
CON SUP (CT) *				2,000				2,000
R/W		27,900						27,900
CON				46,000				46,000
TOTAL	0	37,000	0	48,000	0	0	0	85,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	Local Sales Tax, Measure C							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E	8,100	4,300						12,400
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W	3,011							3,011
CON								0
TOTAL	11,111	4,300	0	0	0	0	0	15,411

Funding Source:	Local Sales Tax, Measure J							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *				18,000				18,000
R/W			7,400					7,400
CON				107,000				107,000
TOTAL	0	0	7,400	125,000	0	0	0	132,400

Funding Source:	Local Development Fees, ECCRFFA							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13 +	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *					13,700			13,700
R/W								0
CON					66,300			66,300
TOTAL	0	0	0	0	80,000	0	0	80,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date:	11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *	
Contra Costa	4	0192F	228511	CC-030028	
Project Title:	State Route 4 East HOV Extension Widening from Somersville Rd to State Route 160				

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: SAFETEA-LU (Federal Earmarks)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E	1,600							1,600
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	1,600	0	0	0	0	0	0	1,600

Funding Source: State Transportation Improvement Program (STIP) - RIP - Existing

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W		5,589						5,589
CON								0
TOTAL	0	5,589	0	0	0	0	0	5,589

Funding Source: State Transportation Improvement Program - RIP - New (Contra Costa)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON				15,000				15,000
TOTAL	0	0	0	15,000	0	0	0	15,000

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)**

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

* All costs in year of award dollars. Construction based cost estimates have been prepared and escalated to midpoint of construction using 3.5% escalation rate. ** $15 Million in RIP Funds commited by Contra Costa in 2006 STIP Augmentation.

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

SR 4 WIDENING FROM SOMERSVILLE ROAD TO SR 160

- **Project Scope**
  - The scope of this project was developed based on the July 2006 approved Project Report. The project scope included the following elements.
    - Widen to from four to eight lanes between Somersville Road and Hillcrest Avenue and from four to six lanes from Hillcrest Avenue to the SR Bypass
    - The widening will accommodate a HOV lane in each direction and the interchanges within the project limits will also be reconstructed
    - The project is divided into three phases as listed below:
      - Phase 1: Eight-lane widening from Somersville Road to west of A Street/Lone Tree Way, Six-lane widening from A Street/Lone Tree Way to the proposed SR4 Bypass, and reconstruction of the interchanges at Somersville Road, Contra Loma, and G Street
      - Phase 2: Construction of the A Street/Lone Tree Way interchange. The scope also includes widening from six to eight lanes to west of Hillcrest Ave.
      - Phase 3: Construction of the Hillcrest interchange

- **Project Cost Estimate**
  - The project estimate was developed based on the following factors:
    - Construction Cost Estimate and Support Costs are in 2004 dollars and have been updated to reflect current costs.
    - Construction Cost Estimate includes 25% contingency
    - Construction cost is escalated @ 3.5% to mid construction.
    - Construction period is from 2009 to 2014
    - Construction Engineering and Management Costs are 15.5% of the Construction Capital Cost Estimate
    - Construction Engineering and Management Costs are escalated at 3.5% per year to the middle of the construction period (From 2009 to 2014)

- **Project Schedule**
  - The project schedule was developed based on the information from the approved Project Report and environmental document (ND/FONSI). It assumes approximately three years for the design and right of way acquisition work for each phase. Currently, design and right of way for Phase 1 is underway. The design and right of way work for the second and third phases will begin once this project is selected as part of the CMIA. The planned project schedule is as follows:

	PAED ***(COMPLETED)***	**PS&E**	**RTL**	**BEGIN CONSTRUCTION**	**END CONSTRUCTION**
Phase 1	July 6, 2006	March 2009	July 2009	November 2009	December 2013
Phase 2	July 6, 2006	March 2010	July 2010	November 2010	December 2014
Phase 3	July 6, 2006	March 2010	July 2010	November 2010	December 2014

- **Project Benefits:**
  - The project benefits were derived from the following documents:
    - Approved Project Report
    - Transportation 2030 Plan for the San Francisco Bay Area – FINAL – February 2005

RTP (T2030) PROJECT DESCRIPTION	PAGE	ID#
CC4 Widen Route 4 from 4 lanes to 8 lanes from Somersville Road to Route 160	94	98999

(See Project Narrative for a detailed description of the project benefits)

- **Project Contingency Funding**
  - The project cost estimate was developed based on the approved Project Report. A 3.5% construction cost escalation rate extended to mid year of construction was used. Should the project cost increases, funding for the increase will be secured from future STIP or local funding sources.

District:	4	Project #	35a
		EA:	228511
PROJECT:	SR4 East Widening From Somersville to SR160 - Widening and HOV Somersville to Hillcrest	PPNO:	0192F

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	5	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	6
Number of HOV Lanes		0	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.2	3.2
	Affected Area	3.2	3.2

Average Daily Traffic			
	Current	101,000	
		w/o Project	w/ Project
	Base (Year 1)	123,083	123,083
	Forecast (Year 20)	207,000	207,000
Average Hourly HOV Traffic (if HOV lanes)		1,649	1,649
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		5.7%	5.7%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	4	0.01
Injury Accidents	282	0.80
Property Damage Only (PDO) Accidents	496	1.40

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.82	0.57
Percent Fatal Accidents	1.3%	0.6%
Percent Injury Accidents	35.7%	32.5%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	$ 10,908,000
2007-08	$ 23,430,000
2008-09	$ 24,816,750
2009-10	$ 33,000,000
2010-11	$ 51,620,250
2011-12	$ 40,500,000
2012-13	$ 66,975,000
After	
TOTAL	$ 251,250,000
Escalation Factor	3.5%

District:	4	Project #	35b
		EA:	228511
PROJECT:	SR4 East Widening From Somersville to SR160 - Widening Hillcrest to SR 4 Bypass	PPNO:	0192F

1A PROJECT DATA

Type of Project

Select project type from list: General Highway

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 5 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	6
Number of HOV Lanes		0	0
HOV Restriction (2 or 3)		0	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	1.3	1.3
	Affected Area	1.3	1.3

Average Daily Traffic			
	Current	83,000	
		w/o Project	w/ Project
	Base (Year 1)	89,461	89,461
	Forecast (Year 20)	114,012	114,012
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		5.7%	5.7%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	4	0.03
Injury Accidents	282	2.39
Property Damage Only (PDO) Accidents	496	4.20

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	0.82	0.57
Percent Fatal Accidents	1.3%	0.6%
Percent Injury Accidents	35.7%	32.5%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

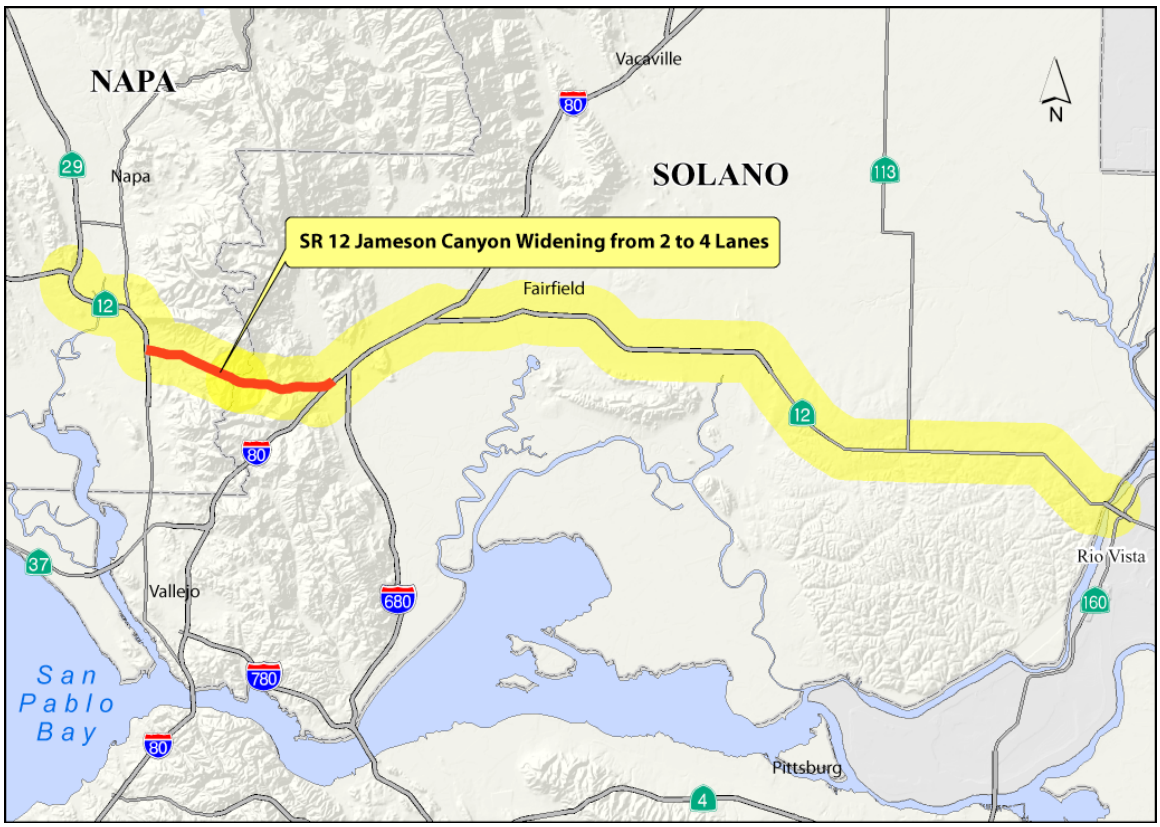
From Project Nomination Fact Sheet:

Fiscal Year:

Before	$ 3,636,000
2007-08	$ 7,810,000
2008-09	$ 8,272,250
2009-10	$ 11,000,000
2010-11	$ 17,206,750
2011-12	$ 13,500,000
2012-13	$ 22,325,000
After	
TOTAL	$ 83,750,000
Escalation Factor	3.5%

Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

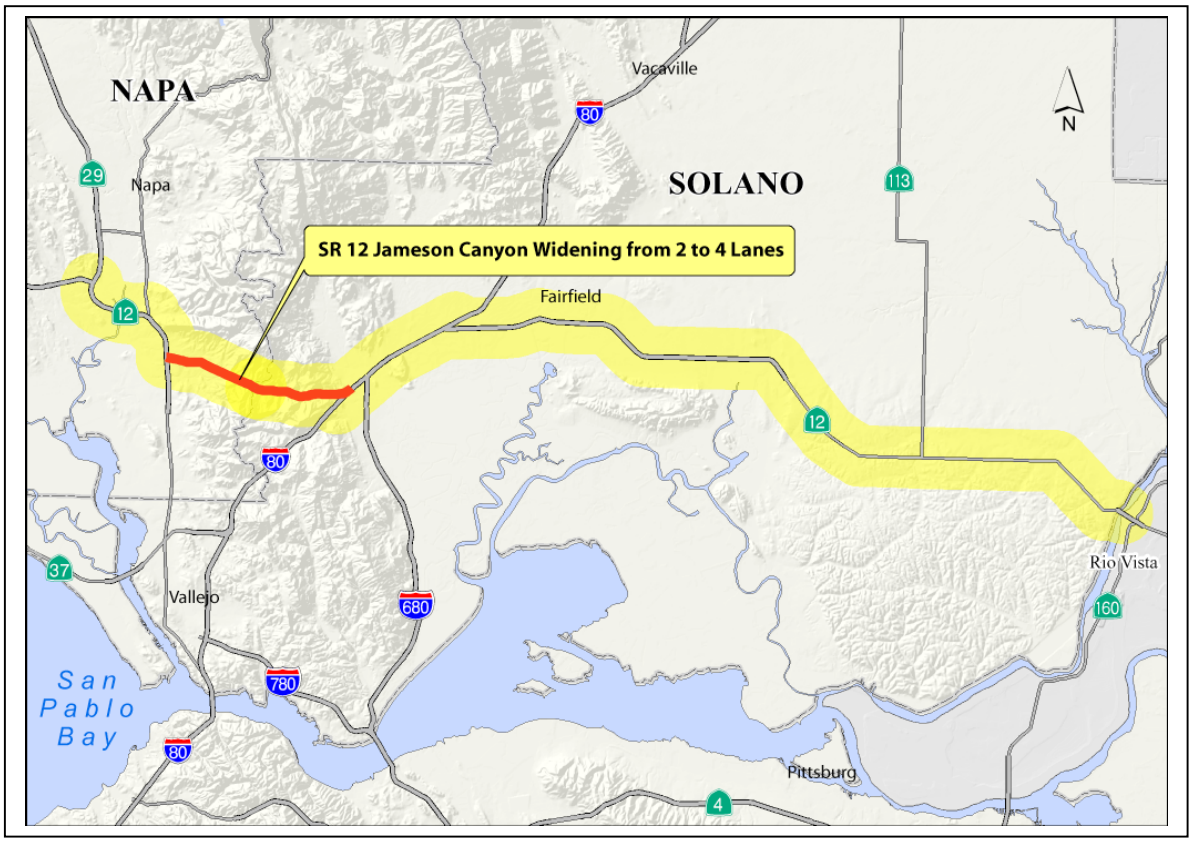
State Route 12 Corridor: Napa/Solano



January 10, 2007

Project Location Map

State Route 12 Jameson Canyon Widening:
4 Lane Alternative



January 10, 2007

CMIA PROJECT NARRATIVE

SR 12 Jameson Canyon Widening – Phase 1: Widen 2-Lane Highway to 4 Lanes

Travel Corridor Description

SR 12 has been identified by the State as an Interregional Road System route. It is an important east-west route connecting the Bay Area with the Sierra foothills via I-5. This corridor provides a critical transportation link between I-5, the State's north-south interstate facility, and the North Bay region. The SR 12 corridor, as defined here, extends approximately 32 miles from the SR 12/29 intersection in Napa County to I-5 in the Central Valley via the I-80/I-680/SR 12 interchange complex in Solano County. This corridor is one of only two State facilities connecting I-80 and US 101, SR 37 being the other, and serves regional through trips including commute, freight and recreational traffic. Other major connections along the corridor include SR 113 and SR 84.

The Jameson Canyon Road portion of the SR 12 corridor provides an important link between the growing commercial development in southern Napa County and population increases in the Fairfield/Suisun Valley area of Solano County. Within its 5.8-mile limits, Jameson Canyon Road is primarily a two-lane conventional highway; however, about one mile has already been widened to provide two lanes in each direction at the western end, between the SR 12/29 intersection and Kirkland Ranch Road in Napa County. Local and regional users of the facility include commute, commercial, recreational and agricultural traffic.

Project Function

The project would reduce congestion by increasing capacity and improving safety on the Jameson Canyon Road portion of SR 12 by upgrading it from a two-lane to a four-lane highway and constructing a median barrier. Other SR 12 safety improvements and the proposed I-80/I-680/SR 12 Interchange project constitute steps in the overall development of this facility. The Jameson Canyon widening project would further enhance these corridor improvements.

Project Benefits

A. Operations and Safety

Currently, the single westbound lane, along the steep grade approaching the Red Top Road/Jameson Canyon Road intersection, does not have sufficient capacity to accommodate traffic demand during morning peak periods and congestion typically extends in the rightmost lane of I-80 as far east as the I-80/680 interchange. With continued traffic growth the area of congestion would extend further east on I-80 and adversely impact operations on that critical link. An additional westbound lane, as proposed by this project would alleviate the congestion described above and improve operations on both Jameson Canyon Road and westbound I-80. This section of SR 12 experiences an AADT volume of approximately 34,000 vehicles. Truck traffic accounts for approximately 7.5% of the peak hour traffic volume over the project corridor. The current overall daily delay is not available for state routes.

During PM peak traffic periods, widening to provide an additional eastbound lane would alleviate recurrent congestion approaching the two-lane highway section west of Kirkland Ranch Road in Napa County. Currently, congestion at this location extends west through most of the mile long two-lane eastbound segment. Future traffic growth would increase the area of congestion, if no eastbound capacity were added, onto SR 29 and impact operations on that route.

Between July 2002 and June 2005, the average accident rate for Jameson Canyon Road was 1.26, slightly higher than 1.22, the statewide average for comparable facilities. The majority of the accidents were rear-end accidents resulting from congestion along the corridor. Separation of the two directions of traffic and the installation of a median barrier will significantly improve safety and reduce the number of accidents. In addition, widening Jameson Canyon Road will reduce congestion in the corridor and further decrease the number of accidents.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

There are no existing east-west freeway connections between the North Bay Counties-Marin, Sonoma, Napa and Solano, and I-80 and SR 12 is one of only two State highway facilities that provide that linkage, SR 37 being the other. Jameson Canyon Road is a critical portion of the SR 12 link, not only as a commute route between the abundant job market in southern Napa County and the housing-rich Fairfield/Vacaville areas in Solano County but also for goods movement, commute traffic and recreational traffic between counties to the west of Napa and I-80.

Project Risks

Risks to cost, schedule and scope involve the need for timely review and approval of the environmental document and mitigation requirements by resource agencies, as well as issuance of permits. Other risks include right-of-way acquisition, utilities relocation, design changes due to new information, and geotechnical investigations or risk design before environmental approval. Execution of pertinent agreements and construction

market volatility are additional risks. The capital cost estimate assumes a 3.5% per year escalation.

A conceptual study was performed for Phase 1 of Jameson Canyon. Because the eastbound and westbound lanes will be at different elevations, further studies will be done to refine structural design, drainage, construction staging, and environmental impacts. Right of way acquisition and utility relocation for the final project should be completed in this phase.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. Corridor stakeholders will be identified and a consultant team will be selected to prepare a detailed performance assessment.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Solano Transportation Authority and Napa County Transportation Planning Agency		**Fact Sheet Date:**	**01/11/07**
Contact Person	John Ponte/ Janet Adams		
Phone Number	707.259.8636	Fax Number	707.259.8638
Email Address	jponte@nctpa.net		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Napa	4	0367D	264100	NAP010008	12	Nap: 0.0 Sol: 0.0	Nap: 3.3 Sol: 2.4

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 2	Congressional: 1
	Assembly: 7	
Implementing Agency (by component)	PA&ED: Caltrans/NCTPA/STA	PS&E: Caltran/NCTPA/STA
	R/W: Caltrans/NCTPA/STA	CON: Caltrans
Project Title	**SR-12 Jameson Canyon Widening from 2 to 4 Lanes (Phase 1)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

On State Route (SR) 12, from SR-29 in Napa County to Red Top Road in Solano County. This project proposes to widen SR-12 from two to four lanes in two phases. Phase 1 proposes to add two lanes to the existing two-lane highway, including a median barrier. Phase 2 proposes to change the vertical and horizontal alignments of the existing two lanes.

Description of Major Project Benefits

Commercial growth in Napa and Sonoma Counties and population growth in Solano County have increased commuter traffic on SR-12. The project provides additional capacity to alleviate existing and projected congestion along the corridor, as well as upgrades the facility to meet safety and operational requirements.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Mar-01
Notice of Preparation	Document Type: ND/FONSI	Oct-01
Begin Circulation of Draft Environmental Document		Jul-07
Final Approval of Environmental Document		Jan-08
Completion of plans, specifications, and estimates		Jun-09
Right-of-way certification		Apr-10
Ready for advertisement		Jun-10
Construction contract award		Sep-10
Construction contract acceptance		Aug-13

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Napa	4	0367D	264100	NAP010008
Project Title:	SR-12 Jameson Canyon Widening from 2 to 4 Lanes (Phase 1)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	6,900	0	0	0	0	0	0	6,900
PS&E	0	7,700	0	0	0	0	0	7,700
R/W SUP (CT) *	0	2,600	0	0	0	0	0	2,600
CON SUP (CT) *	0	0	0	0	10,000	0	0	10,000
R/W	0	10,100	0	0	0	0	0	10,100
CON	0	1,100	0	0	94,600	0	0	95,700
TOTAL	6,900	21,500	0	0	104,600	0	0	133,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W		1,000						1,000
CON					87,600			87,600
TOTAL	0	1,000	0	0	87,600	0	0	88,600

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	State Transportation Improvement Program (STIP) - RIP - Existing							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E		2,000						2,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	2,000	0	0	0	0	0	2,000

Funding Source:	State Transportation Improvement Program (STIP) - IIP - Existing							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E		2,000						2,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	2,000	0	0	0	0	0	2,000

Funding Source:	Traffic Congestion Relief Program							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	5,500							5,500
PS&E		1,500						1,500
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	5,500	1,500	0	0	0	0	0	7,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Napa	4	0367D	264100	NAP010008
Project Title:	SR-12 Jameson Canyon Widening from 2 to 4 Lanes (Phase 1)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: SAFETEA-LU

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	1,400							1,400
PS&E		2,200						2,200
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W		2,800						2,800
CON								0
TOTAL	1,400	5,000	0	0	0	0	0	6,400

Funding Source: State Transportation Improvement Program - RIP - New (Napa and Solano)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *		2,600						2,600
CON SUP (CT) *					10,000			10,000
R/W		6,300						6,300
CON		1,100			7,000			8,100
TOTAL	0	10,000	0	0	17,000	0	0	27,000

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT) *								
CON SUP (CT) *								
R/W								
CON								
TOTAL								

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, SCHEDULE, AND BENEFITS

SR 12 JAMESON CANYON WIDENING PROJECT – PHASE 1

- **Project Scope**
  - The scope of this project was developed based on the March 2001 approved Project Study Report. The project scope included the following elements.
    - Widen SR 12 From SR 29 to Red Top Road (6 miles) from 2 to 4 lanes
      - Construct a median barrier

- **Project Cost Estimate**
  - The project is currently in the environmental phase. The project estimate was developed based on the following factors.
    - Construction Cost Estimate and Support Costs are in escalated dollars
    - Construction Cost Estimate includes 20% contingency
    - Construction Costs are escalated at 3.5% per year to the middle of the construction period (2011)
    - Construction Engineering and Management Costs are 10% of the Construction Cost Estimate

- **Project Schedule**
  - This project is currently in the environmental phase. The project schedule is as follows:

    PAED: January 2008
    PS&E: June 2009
    RTL: May 2010
    Begin Construction: September 2010
    End Construction: August 2013

- **Project Benefits:**
  - The project benefits were derived from the following documents:
    - Approved Project Study Report

- **Transportation 2030 Plan for the San Francisco Bay Area** – FINAL – February 2005

RTP (T2030) PROJECT DESCRIPTION	PAGE	ID#
Nap/Sol 12 – Widen route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project)	99	94074

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits.)

- **Project Contingency Funding**
  - The project cost estimate was developed based on a conceptual study performed for phase one of Jameson Canyon and a 3.5% construction cost escalation rate extended to mid year of construction. Future cost increase is anticipated to be funded by future by federal, STIP, and local fund sources.

- **Project Funding Plan**
  - The proposed project funding plan reflects the combination of federal, STIP, TCRP, and CMIA funds. This proposed plan would further the objectives of the CMIA program by ultimately delivering additional improvements and congestion relief earlier than planned. See attached Funding Plan.

District: 4

PROJECT: SR 12 Jameson Canyon Widening

Project #: 42
EA: 264100
PPNO: 0367D

1A PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2.1	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	3.5	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	2	4
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	50	55
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	6.0	6.0
Affected Area	6.0	6.0

Average Daily Traffic		
Current	24,900	
	w/o Project	w/ Project
Base (Year 1)	28,563	28,563
Forecast (Year 20)	61,700	61,700
Average Hourly HOV Traffic (if HOV lanes)	0	0
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	8%	8%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	1	0.01
Injury Accidents	40	0.24
Property Damage Only (PDO) Accidents	77	0.47

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.26	1.22
Percent Fatal Accidents	0.85%	0.85%
Percent Injury Accidents	33.9%	33.9%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

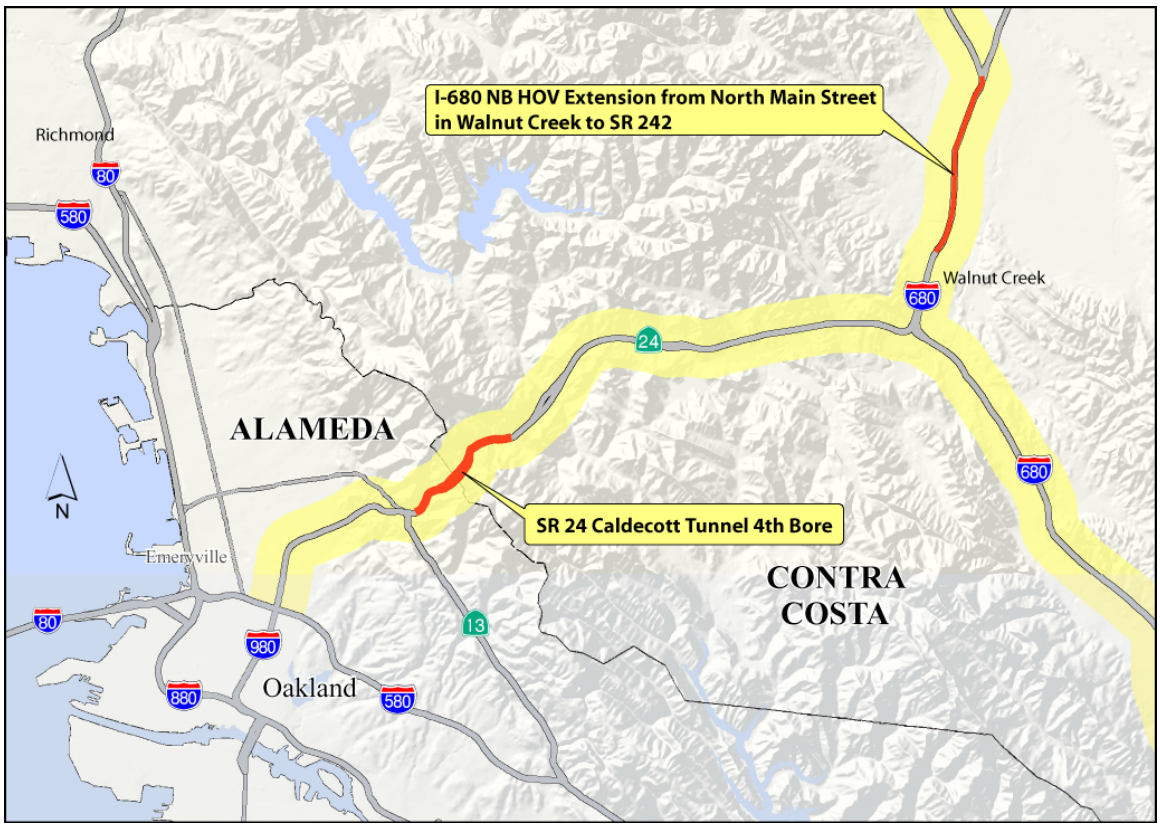
From Project Nomination Fact Sheet:

Fiscal Year:

Before	$ -
2007-08	$ 26,900,000
2008-09	$ -
2009-10	$ -
2010-11	$ 53,100,000
2011-12	$ 53,100,000
2012-13	$ -
After	
TOTAL	$ 133,100,000
Escalation Factor	3.5%

Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

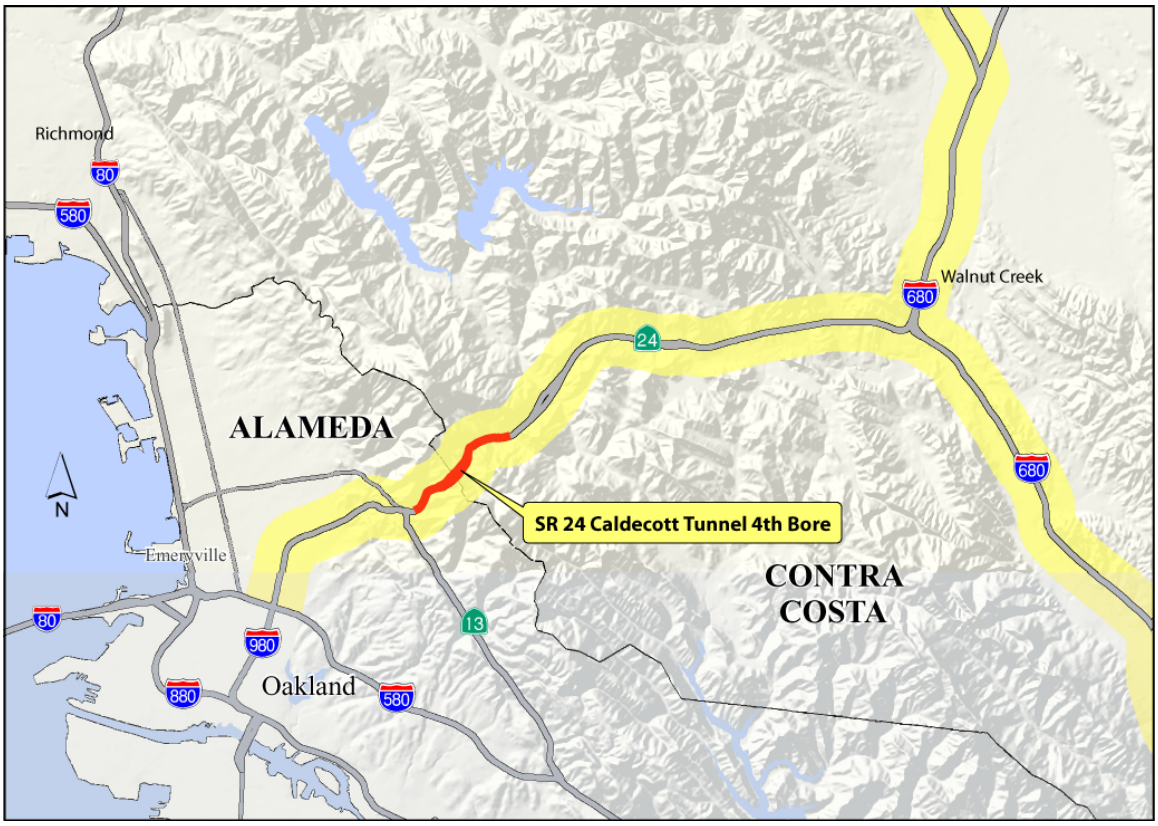
State Route 24/I-680 Corridor: Contra Costa/Alameda



January 10, 2007

Project Location Map

State Route 24 Caldecott Tunnel 4th Bore



January 10, 2007

CMIA PROJECT NARRATIVE

CC 24 Caldecott Tunnel Improvement Project

Travel Corridor Description

State Route (SR) 24 is included in the California's Freeway and Expressway System. It is a 15-mile freeway corridor, extending from I-580 in Oakland, Alameda County, to I-680 in Walnut Creek, Contra Costa County. This route is a major regional commute corridor and is critical to providing freeway connectivity from San Francisco and Oakland to I-80 and I-580, the region's two freeway connectors to I-5. Current traffic volumes are approximately 160,000 vehicles per day. Regional rail (BART) extends along the entire SR 24 corridor median.

Route 24 has long had a major discontinuity at the Caldecott Tunnel, located approximately at the midpoint of the corridor. Since the opening of the third bore of the Caldecott Tunnel in 1964 in conjunction with widening of the freeway, the six-lane tunnel has not matched the eight-lane configuration of the adjacent freeway sections. As a result of this discontinuity, significant congestion occurs at the tunnel approaches, primarily in the off-peak direction when only two lanes are provided; although there is congestion in the peak direction as well.

Project Function

The proposed project would add a fourth bore with two lanes to the existing Caldecott Tunnel to improve mobility and enhance safety. The Caldecott Tunnel is the primary bottleneck on SR 24. Currently, the direction of the middle bore is switched several times a day to accommodate traffic demands. Construction of a two-lane bore, north of the existing tunnels, will provide continuous four lanes of traffic for each direction.

Project Benefits

A. Operations and Safety

Currently, there are three Caldecott Tunnel bores: the northern bore is used for the westbound direction and the southern bore is used for the eastbound direction at all times. The middle bore is switched twice a day during the week, and several times during the weekend to accommodate the traffic demand during the peak periods. Traffic congestion develops in the peak (AM westbound and PM eastbound) and non-peak (AM eastbound and PM westbound) direction. It is expected that traffic congestion will grow faster in the non-peak direction than in the peak direction.

The proposed project will alleviate existing and projected congestion in the non-peak direction, eliminate the need to reverse the direction of the center bore, improve safety of the traveling public and for maintenance workers, provide additional capacity during emergencies, and improve operations. Adding a fourth bore will accommodate existing and future traffic demand in the non-peak direction. The existing non-peak direction congestion of approximately 2,200 vehicle-hours per day will be eliminated. Without the

fourth bore, the non-peak direction congestion is expected to increase to nearly 15,000 vehicle-hours per day in the year 2032.

B. Air Quality

The Caldecott Tunnel Improvement project has met transportation air quality conformity requirements. It has been included in the regional air quality analysis conducted by the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District for the Regional Transportation Program (RTP) and Transportation Improvement Program (TIP), both of which conform to the State Implementation Program (SIP). Since the design concept and project scope have not changed since the air quality conformity analysis took place, the 2-lane project alternative conforms to the SIP while a 3-lane project alternative does not. The recommended preferred alternative is a 2-lane bore; thus the proposed project is in conformance with the air quality requirements.

C. Access to Jobs, Housing, Markets, and Commerce

SR 24 largely serves commuters traveling from Contra Costa County communities such as Antioch, Pittsburg-Bay Point, Concord, Walnut Creek, Lafayette and Orinda to employment sites in the East Bay and San Francisco. Over the next 25 years the creation of new jobs is forecasted to increase in Alameda and Contra Costa Counties by 46 percent, while population and number of households will increase by approximately 30 percent. The new Caldecott Tunnel fourth bore could generate up to $650 million in revenue by creating up to 4,000 new direct, indirect, and induced jobs as a result of improved access to regional job centers.

Those jurisdictions to the immediate east and west of the Caldecott Tunnel and along the I-680 Corridor are currently near or at their General Plan build-out condition. Because of this it is not foreseen that the Caldecott project will substantially impact access to existing land use or induce major growth.

Project Risks

This project is currently in the final phase of environmental clearance and the project design plans are approximately 50% completed. The project scope, schedule and cost have been fully defined.

Three primary project risks exist: (1) potential legal challenge to the environmental document due to public opposition from some Alameda county residents, (2) limited number of qualified bidders, (3) cost increases due to schedule delays. For example, there could be delays in obtaining required right of way should condemnation be required. This project requires permanent and temporary easements. The current project schedule assumes that these easements will be acquired without the use of condemnation. Any condemnation activities and any impacts due to the enactment of SB 1210 could delay the project schedule, therefore increasing the construction cost. A detailed quantitative risk analysis has been completed. The risk analysis identified a risk contingency of $42 million based on a 50 percentile (50% chance of under-running and 50% chance of over-running) and of $76 million based on an 80 percentile (80% chance of under-running and

20% chance of over-running) risk. The 80 percentile risk contingency has been adopted into the total project budget.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled "The Freeway Performance Initiative" to advance a corridor-based and performance-driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure.

Most of the corridor has already been equipped with TOS equipment, including traffic monitoring and motorist information devices. The proposed project would extend these capabilities into the new Fourth Bore and would also reconstruct the tunnel's Operations and Maintenance Center. The ability to rapidly detect and clear incidents within the tunnels will be a key strategy in preserving corridor mobility.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Contra Costa Transportation Authority			**Fact Sheet Date:**	**01/11/07**
Contact Person	Paul Maxwell			
Phone Number	(925) 256-4735	Fax Number	(925) 407-0128	
Email Address	pmaxwell@ccta.net			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Alameda Contra Costa	4	0057A	294900	CC-010002	24	Ala PM 5.3	CC PM 1.3

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 9	Congressional: 9
	Assembly: 14, 16	
Implementing Agency (by component)	PA&ED: Caltrans/CCTA	PS&E: Caltrans/CCTA
	R/W: Caltrans/CCTA	CON: Caltrans/CCTA
Project Title	**State Route 24 Caldecott Tunnel Fourth Bore**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

On State Route 24, from State Route 13 in Alameda County to Gateway Boulevard in Contra Costa County. The proposed project is to construct a fourth bore for the Caldecott Tunnel north of the existing third bore. The project also includes modifications to two interchanges and to an intersection, construction of retaining and sound walls and tunnel cross passages and demolition of existing Operations and Maintenance Control (OMC) building and construction of a new OMC building.

Description of Major Project Benefits

The proposed project will alleviate existing and projected congestion in the non-peak direction, eliminate daily bore reversals, improve safety of the traveling public and maintenance workers, provide additional capacity during emergency and improve operations. Adding a fourth bore will accommodate existing and future traffic demand during the non-peak direction.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Dec-00
Notice of Preparation	Document Type: EIR/EA	Nov-02
Begin Circulation of Draft Environmental Document		May- 06
Final Approval of Environmental Document		Aug-07
Completion of plans, specifications, and estimates		Aug-08
Right-of-way certfication		Nov-08
Ready for advertisement		Dec-08
Construction contract award		Jun-09
Construction contract acceptance		Dec-13

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda Contra Cost	4	0057A	294900	CC-010002
Project Title:	Caldecott Tunnel Improvement Project			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	20,000	500						20,500
PS&E	10,500	12,200	500					23,200
R/W SUP (CT) *	0	200						200
CON SUP (CT) *	0	0	23,000					23,000
R/W	0	200						200
CON	0	0	352,900					352,900
TOTAL	30,500	13,100	376,400	0	0	0	0	420,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13 +	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *			17,600					17,600
R/W								0
CON			157,400					157,400
TOTAL	0	0	175,000	0	0	0	0	175,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	Local Sales Tax Measure J							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON			125,000					125,000
TOTAL	0	0	125,000	0	0	0	0	125,000

Funding Source:	Regional Measure 2							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13 +	Total
E&P (PA&ED)	2,000	500						2,500
PS&E	4,500	2,000	500					7,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON			40,500					40,500
TOTAL	6,500	2,500	41,000	0	0	0	0	50,000

Funding Source:	SAFETEA-LU							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON			1,000					1,000
TOTAL	0	0	1,000	0	0	0	0	1,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

Date: 11-Jan-07

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda Contra Cost	4	0057A	294900	CC-010002
Project Title:	Caldecott Tunnel Improvement Project			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: Transportation Congestion Relief Program (TCRP)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	10,000							10,000
PS&E	6,000	4,000						10,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	16,000	4,000	0	0	0	0	0	20,000

Funding Source: State Transportation Improvement Program (STIP) - IIP - Existing

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13 +	Total
E&P (PA&ED)	8,000							8,000
PS&E		4,200						4,200
R/W SUP (CT) *		200						200
CON SUP (CT) *			5,400					5,400
R/W		200						200
CON								0
TOTAL	8,000	4,600	5,400	0	0	0	0	18,000

Funding Source: State Transportation Improvement Program (STIP) - RIP - Existing

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E **(1)**		2,000						2,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	2,000	0	0	0	0	0	2,000

Funding Source: State Transportation Improvement Program - RIP - New (Contra Costa)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13 +	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON			29,000					29,000
TOTAL	0	0	29,000	0	0	0	0	29,000

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

(1) $2 million of STIP-RIP for the PS&E phase: locals to request State funds only.

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, COST, SCHEDULE AND BENEFITS
CALDECOTT TUNNEL IMPROVEMENT PROJECT

- **Project Scope**
  - The approved May 2006 Draft Project Report (Draft PR) and subsequent studies define the scope of the project.

- **Project Cost Estimate**
  - This project is currently in the final environmental clearance phase and is being designed at risk. The project plans are approximately 50% complete. The project cost estimate was developed based on the following factors:
    - The Draft PR cost estimate, prepared in August 2005, has been updated in August 2006;
    - Escalated cost estimate (3.5% per year to mid-point of construction activity) for the preferred 2-lane alternative based on 30% design and on the updated risk analysis prepared in August 2006: $385 million to $420 million ($50^{th}$ and 80^{th} percentile cost range);
    - For the purpose of programming, the 80^{th} percentile **total project cost estimate of $420 million** will be used;
    - The tunnel cost estimate was prepared using a bottoms-up approach, based on cost of material, equipment, labor, profit and insurance. The tunnel cost estimate was verified by an independent tunnel design consultant and was found to be within 0.2%;
    - The roadway and other structures cost estimates were developed based on Caltrans standard cost estimating methods;
    - Right of Way (ROW) capital cost estimate includes acquisition, damages and goodwill, state share of utility relocation, title and escrow fees, as per ROW data sheet;
    - The PA&ED, PS&E and ROW support costs were developed based on bottoms-up WBS level 7 task budgets - Caltrans, local agency and consultant's staff; and
    - The construction support cost estimate was developed using a bottoms-up approach based on expected number of inspectors/ QA personnel/RE/Senior on the job during a 4.5-year construction period.

- **Project Schedule**
  - The PAED and PS&E project schedules were developed using Microsoft Office Project, based on level 7 WBS.

  - The PA&ED schedule assumes:
    - The type of environmental document being an Environmental Impact Report/Environmental Assessment (EIR/EA) under CEQA and NEPA;
    - No legal challenges to the environmental document; and
    - Final environmental clearance and a Record of Decision to be obtained in August 2007.

  - The PS&E schedule assumes:
    - PS&E being developed concurrently with PA&ED;
    - Completion of PA&ED by August 2007 so that the right-of-way acquisition process can start; and
    - Permanent and temporary easements will be acquired without the use of condemnation.

- **Project Benefits**
    - The project benefits are derived from various technical studies prepared for the following documents:
        - Approved Draft Project Report
        - Approved Draft Environmental Document

- **Transportation 2030 Plan** for the San Francisco Bay Area – FINAL - February 2005 Appendix 1:

RTP (T2030) Project Description	Page	ID#
CC/ALA 24 – Caldecott Tunnel fourth bore	94	21206

- **Project contingency funding**
    - In addition to escalation, three types of "contingencies" were added to the cost estimate:
        - Risk Contingency: $42 million (50th percentile) and $76 million (80th percentile);
        - Design Allowance: $4 million; and
        - Construction Contract Contingency: $29 million.
    - A quantitative risk management plan using a probabilistic, risk-based, integrated project cost and schedule model was developed for this project using the Monte Carlo simulation. Such simulation included over 100 risks identified by the project team, along with probability of occurrence, associated costs and schedule impact. Risk contingencies based on 50th and 80th percentile were determined. For programming purpose, the 80th percentile will be used.
    - Should an increase in the cost estimate occur that was not identified in the risk analysis, nor is covered under the design allowance and construction contract contingency, then such increased cost will be covered by additional STIP shares and/or local funds.

District: 4

PROJECT: SR 24 Caldecott Tunnel 4th Bore

Project # 36
EA: 294901
PPNO: 0057A

1A PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	4.5	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	8	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	6	8
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	3.0	3.0
Affected Area	3.0	3.0

Average Daily Traffic		
Current	166,000	
	w/o Project	w/ Project
Base (Year 1)	177,509	188,186
Forecast (Year 20)	226,100	239,700
Average Hourly HOV Traffic (if HOV lanes)		0
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	2.5%	2.5%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	1	0.00
Injury Accidents	168	0.31
Property Damage Only (PDO) Accidents	471	0.86

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.45	1.07
Percent Fatal Accidents	0.6%	0.5%
Percent Injury Accidents	30.4%	31.0%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

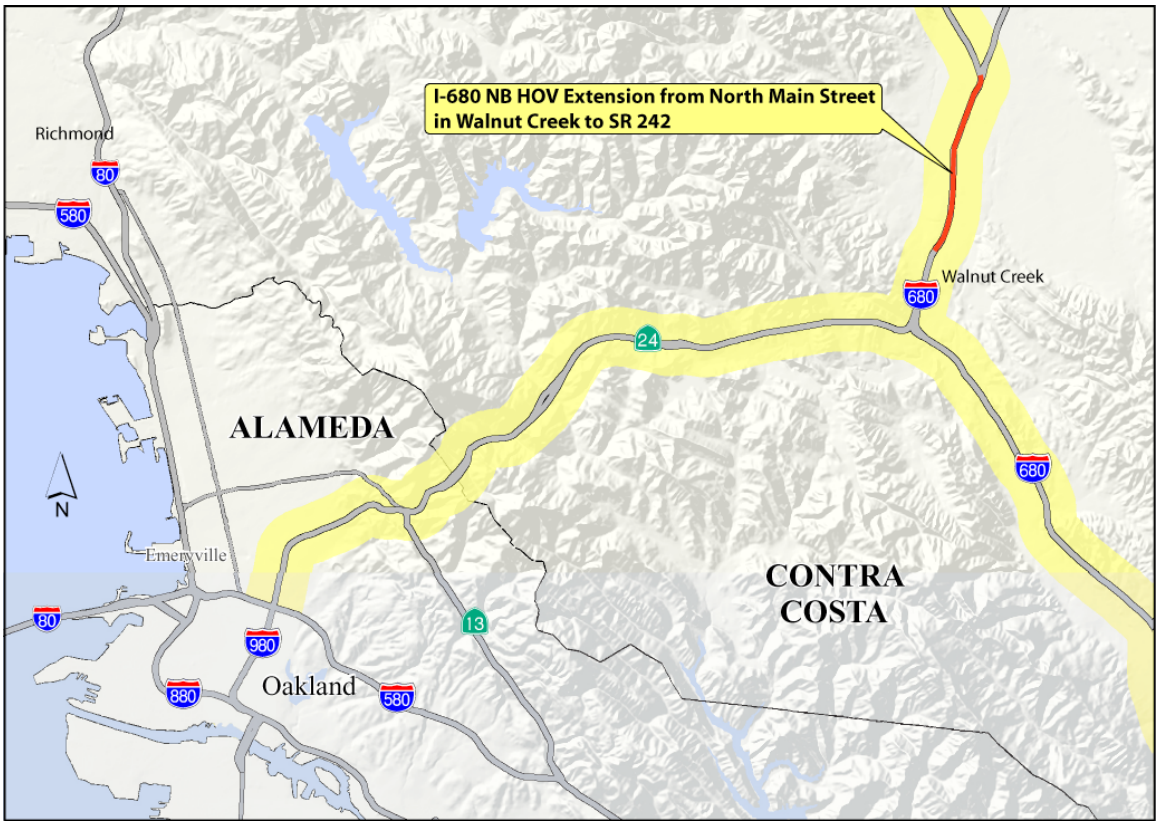
From Project Nomination Fact Sheet:

Fiscal Year:

Before	$ 30,500,000
2007-08	$ 12,100,000
2008-09	$ 26,900,000
2009-10	$ 82,600,000
2010-11	$ 80,600,000
2011-12	$ 86,500,000
2012-13	$ 50,400,000
After	$ 50,400,000
TOTAL	$ 420,000,000
Escalation Factor	3.5%

Project Location Map

I-680 Northbound HOV Extension
(North Main Street in Walnut Creek to State Route 242)



January 10, 2007

CMIA PROJECT NARRATIVE

I-680 Northbound HOV Lane: North Main Street to SR 242

Travel Corridor Description

The northern I-680 corridor from I-80 to I-580 is a major north-south freeway in the East Bay of the San Francisco Bay Area. The 40 mile-long corridor spans central Solano County, central Contra Costa County, and eastern Alameda County. The Benicia-Martinez Bridge provides the connection across the Carquinez Strait between Solano and Contra Costa Counties. The corridor provides direct access to industrial centers in Benicia and Martinez, and urban centers in Concord, Walnut Creek, and the Tri-Valley Area (Dublin-Pleasanton-Livermore), and is growing as an intra-regional trade corridor in the East Bay.

The busiest portion of the corridor lies within Central Contra Costa County, where the freeway has five lanes in each direction excluding auxiliary lanes, and the traffic volumes reach over 300,000 vehicles per day. Trucks account for approximately 4% of total traffic. Traffic is very directional with heavy southbound traffic in the morning and heavy northbound traffic in the afternoon. In 2004, delay was measured to be 3,270 vehicle-hours during commute hours.

In the southbound direction, there is nine mile-long HOV lane from just south of the Benicia-Martinez Bridge to North Main Street in Walnut Creek. In the northbound direction, there is a six mile-long HOV lane from SR 242 to just south of the Benicia-Martinez Bridge. Further to the south, through Danville and San Ramon, another HOV lane operates in both directions between Rudgear Road and Alcosta Boulevard/

Project Function

The proposed project would provide an approximately 3.8 mile-long HOV lane in the northbound direction from North Main Street to SR 242 in Walnut Creek, mirroring the existing HOV lane provisions for the southbound direction with the Central Contra Costa County portion of the corridor. This would extend the northbound HOV lane and also reduce the northbound length of the existing gap in the I-680 HOV lane network between the Rudgear Road and SR 242.

Project Benefits

A. Operations

The proposed HOV lane would partially fill a critical gap in the Bay Area's carpool lane network, and is expected to reduce congestion, improve safety, and improve air quality along this important corridor. In 2005, the HOV time savings along the existing portion of the northbound HOV lanes was measured at 18 minutes in the afternoon commute hours. The proposed HOV extension will increase those time savings, encouraging ridesharing and reducing the number of single-occupant autos.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal non-attainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. By reducing starts, stops, and idling, the project is expected to result in significant reductions in both Ozone precursors and toxic particulate matter that is heavily produced by diesel trucks, which is consistent with the region's air quality attainment goals.

In February, 2005, the Metropolitan Transportation Commission (MTC) adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

The I-680 corridor is an important conduit between more affordable housing in Eastern Contra Costa County and Solano County and major employment centers in the Tri-Valley in Alameda County, Silicon Valley in the South Bay, and the Peninsula.

Project Risks

The Project Study Report (PSR) is expected to be complete in January 2007. The scope, schedule, and cost risks are expected to be low.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled "The Freeway Performance Initiative" to advance a corridor-based and performance-driven transportation planning process, employing tested system management principles and strategies to maximize the efficiency of the existing transportation infrastructure. The northern I-680 corridor is one of twelve key corridors identified for analysis and development of a Corridor System Management Plan over the next 18 months.

Most of the corridor is already equipped with Traffic Operations System (TOS) elements, including ramp metering, traffic monitoring, traffic surveillance cameras, and motorist information devices. The corridor planning effort will include ongoing and planned projects in the area, which are expected to preserve mobility gains and other benefits from the project.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Contra Costa Transportation Authority (CCTA)			**Fact Sheet Date:**	**01/11/07**
Contact Person	Hisham Noeimi			
Phone Number	(925) 256-4731	Fax Number	(925) 407-0128	
Email Address	hnoeimi@ccta.net			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Contra Costa	4		0A610K	CC-070022	680	15.7	R18.88

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 7	Congressional: 7 & 10
	Assembly: 11 & 15	
Implementing Agency (by component)	PA&ED: CCTA	PS&E: Caltrans/CCTA
	R/W: Caltrans/CCTA	CON: Caltrans/CCTA
Project Title	**Interstate 680 Northbound HOV Lane Extension (N. Main St. to SR-242)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Extend the HOV Lane on I-680 in the northbound direction from North Main Street to SR 242

Description of Major Project Benefits

The project will promote and facilitate carpooling. With the completion of this project carpoolers can bypass congestion during peak hours by using the HOV lane from N. Main to the Benicia-Martinez Bridge on I-680 NB. The project will reduce traffic congestion, alleviate traffic delays, improve safety, and improve air quality.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete	January 2007
Notice of Preparation Document Type:	
Begin Circulation of Draft Environmental Document	June 2008
Final Approval of Environmental Document	June 2009
Completion of plans, specifications, and estimates	December 2010
Right-of-way certification	April 2011
Ready for advertisement	April 2011
Construction contract award	September 2011
Construction contract acceptance	September 2013

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Contra Costa	4	0	0A610K	CC-070022
Project Title:	Interstate 680 Northbound HOV Lane Extension (N. Main St. to SR-242)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	2,100	0	0	0	0	0	2,100
PS&E	0	0	2,100	0	0	0	0	2,100
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	16,800	0	0	16,800
TOTAL	0	2,100	2,100	0	16,800	0	0	21,000

Corridor Management Improvement Account (CMIA) Program *								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		2,100						2,100
PS&E			2,100					2,100
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON					6,300			6,300
TOTAL	0	2,100	2,100	0	6,300	0	0	10,500

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	State Transportation Improvement Program - RIP - New (Contra Costa)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON					10,500			10,500
TOTAL	0	0	0	0	10,500	0	0	10,500

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Contra Costa	4	0	0A610K	CC-070022
Project Title:	Interstate 680 Northbound HOV Lane Extension (N. Main St. to SR-242)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

* Cost information is provided by Caltrans Appendix B. Fund distribution may need to be revised.

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

I-680 NB HOV Lane Extension (N. Main to SR242)

- **Project Scope**
  - The scope of this project was developed based on the draft Project Study Report completed by Caltrans on Jan. 11. 2007. The PSR studied 2 build alternatives:

    1. Alternative 1: Accommodate 11' HOV lane by narrowing the left shoulder to 2' and narrowing the inside four travel lanes from 12' to 11' from N. Main St. to Monument Blvd, and widen to provide standard lane widths and shoulders from Monument Blvd to 0.1 miles before I-680/SR242 Separation. Aproaching the I-680/SR242 Separation the left shoulder narrows to between 1'-2' and three inside travel lanes narrow to 11' at the bridge.

    2. Alternative 2: Provide 12' HOV lane by widening to full minimum standards along the entire stretch from N. Main to I-680/SR242 Separation. This requires relocation of the truck weigh station at Treat, and widening of overcrossing at Monument and the Contra Costa Canal Undercrossing and replacement of I-680/SR242 bridge structure.

- **Project Cost Estimate**
  - The project estimate was developed based on the following factors:
    - Capital Cost Estimate and Support Costs were developed in 2006 dollars and are based on current experienced unit prices.
    - Capital Cost Estimate includes a 25% contingency
    - Cost is escalated @ 3% to 2011.

    Alternative 1 is expected to cost between $20M to $26M while Alternative 2 cost estimate exceeds $ 135M. Alternative 1 cost estimates was used for the CMIA application.

- **Project Schedule**
  - The project schedule assumes 2 years for completion of PA/ED phase starting June 2007 (to be completed in June 2009) and 1.5 years to complete the PS&E phase (to be completed in December 2010). Construction is anticipated to take 2 years with a projected start date of September 2011. The start date for the PA/ED phase is based on when CMIA funds would be available for the project.

- **Project Benefits:**
  - The project benefits were derived from the following documents:
    - Draft Project Study Report, completed in Jan 12, 2007.
    - I-680 Investment Options Study, completed in 2003.

    Project will shorten the HOV Gap in the I-680 NB corridor by approximately 4 miles and will encourage carpooling by allowing HOVs to bypass congested mixed-flow travel lanes.

- **Project Contingency Funding**
  - The project cost estimate was developed based on the draft Project Study Report. A 3% escalation rate was used to project costs in 2011, the year construction is expected to start.

Should the project cost increase, funding for the increase will be secured from future STIP or local funding sources.

District: 4

PROJECT: I-680 NB HOV Gap Closure from N. Main to SR242

Project # 41
EA: 0A610K
PPNO:

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		0	1
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.1	3.1
	Affected Area	3.1	3.1

Average Daily Traffic			
	Current	125,000	
		w/o Project	w/ Project
	Base (Year 1)	129,448	129,448
	Forecast (Year 20)	171,705	171,705
Average Hourly HOV Traffic (if HOV lanes)		2,000	2,000
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		3.8%	3.8%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	2	0.00
Injury Accidents	126	0.30
Property Damage Only (PDO) Accidents	267	0.63

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.83	
Percent Fatal Accidents	0.51%	
Percent Injury Accidents	32%	

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	2,100,000
2008-09	2,100,000
2009-10	2,100,000
2010-11	4,900,000
2011-12	4,900,000
2012-13	4,900,000
After	
TOTAL	$ 21,000,000
Escalation Factor	3.5%

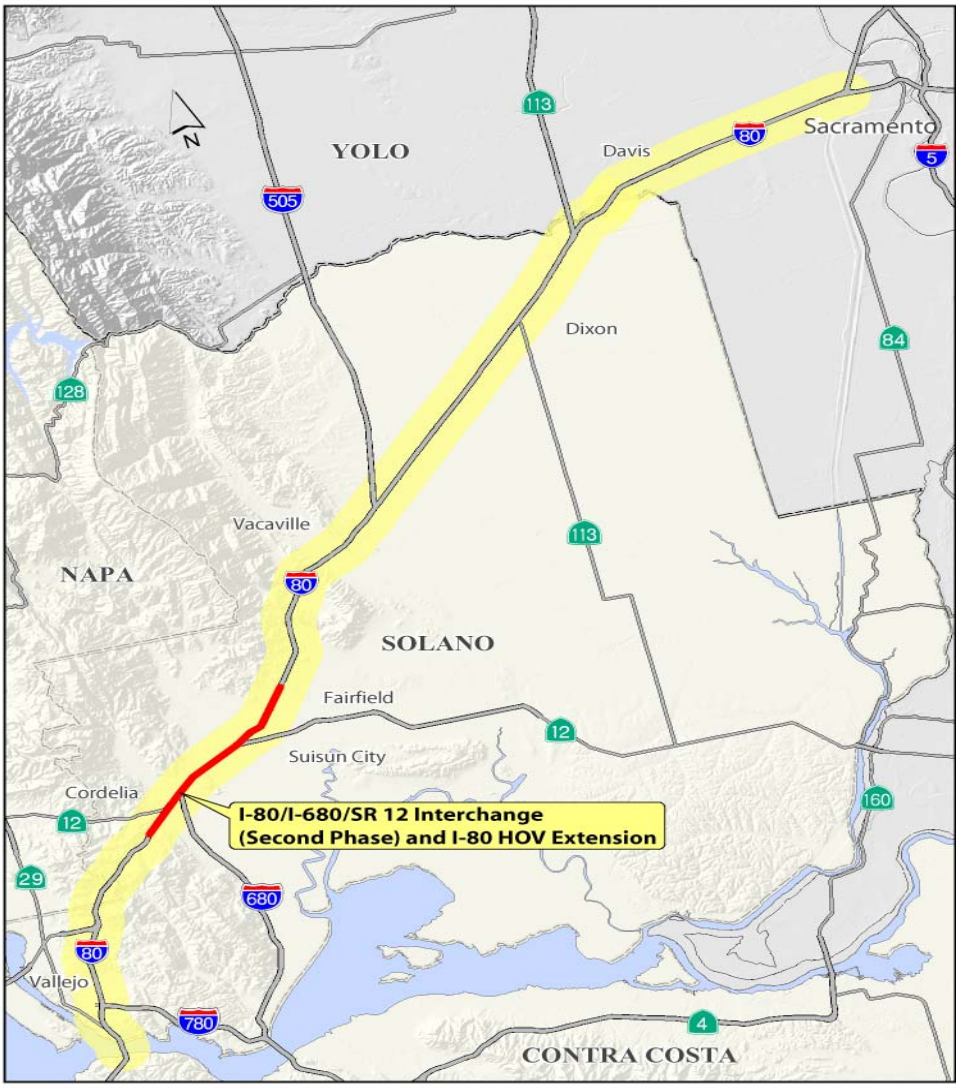
Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

I-80 Corridor: Alameda/Contra Costa/Solano

January 10, 2007

Project Location Map

I-80/I-680/SR-12 Interchange, with HOV Lanes from Red Top Rd. to Airbase Pkwy, the North Connector (frontage roads), and Interchange Connector Improvements



January 10, 2007

CMIA PROJECT NARRATIVE

I-80/I-680/SR 12 Interchange Project – Phase A in Solano County

Travel Corridor Description

I-80 has been identified by the State as an Interregional Road System route, and is a major transcontinental Interstate between the San Francisco Bay Area and the East Coast. Within California, the highway connects the Bay area to the Sacramento metropolitan region and provides connectivity to I-5 to the north via I-505.

The I-80 East corridor extends from the Carquinez Bridge (Solano/Contra Costa County line) to the Solano/Yolo County line. It is approximately 44 miles in length and intersects with I-780, SR 37, SR 12, I-680, I-505 and SR 113. Growth in Solano County has had a significant effect on the transportation demand on I-80 due not only to I-80's connection to destinations outside the county and a lack of local facilities paralleling the Interstate. This Interstate, as one of two such facilities that extend east of the region, is vital to interregional and regional commuting, freight movement and recreational travel. Historically, daily traffic volumes on the I-80 Solano Corridor have been greater Friday through Sunday than Monday through Thursday

Project Function

The proposed project will improve the most critical 9-mile section of this freeway, centered around the I-80/I-680/SR-12 Interchange. This initial phase of improvements will alleviate existing and future congestion along this corridor by adding capacity at the most vital freeway segments. The project will also provide eight miles of HOV lanes, construct a much-needed local reliever route, and upgrade the facility to enhance safety and meet operational requirements.

Project Benefits

A. Operations and Safety

The proposed I-80/I-680/SR 12 interchange project will improve mobility by increasing capacity, encourage ridesharing by offering time savings to users of the new HOV lanes, and more efficient operation through the construction of new freeway-to-freeway connectors and modified interchanges. The project will also enhance safety and accessibility, with improved bicycle and pedestrian access, and upgraded local roads and transit access.

The interchange, at the convergence of two interstate freeways and a major state highway, is already congested during both the morning and evening commutes. Currently, I-80 is congested approaching I-680 and SR 12, causing about five minutes of delay at each approach in both peak directions. Also, northbound I-680 approaching the 80/680 interchange is significantly congested in the PM peak, with delays of about 10 minutes. All of these delays totaling about 1700 vehicle hours cause disruption not only to weekday commuters and trucks, but also for recreational vehicles on weekends.

Land use along the I-80 corridor through Solano County is rapidly changing with new residential and commercial development, which will contribute to future congestion. This condition will worsen with the projected 46% increase in workers commuting to and from Solano County by 2020,

In July2004, the Solano Transportation Authority (STA) released the I-80/I-680/I-780 Major Investment & Corridor Study (MIS) to develop a long range, multi-modal transportation plan for the main corridors within Solano County. This document was sponsored by STA in close collaboration with Caltrans District 4.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

The I-80 East Corridor carries significant levels of interregional recreation, commuter and freight traffic, and serves as the second Interstate other than I-580 that connects the Bay Area to I-5. I-80 provides access to major interregional and regional Goods Movement corridors including I-5, SR 99, US 101 and I-880. Per the Regional Goods Movement Study currently being developed by the Metropolitan Transportation Commission (MTC), I-80 is one of the four primary truck corridors in the Bay Area. Over the next 25 years, anticipated employment growth in Contra Costa and Solano Counties will increase by approximately 55%. In addition to this projected employment boom, population and numbers of households in both counties are expected to increase by approximately 47%.

Project Risks

The project is currently in the environmental document phase. Cost, schedule and scope risks involve the need for timely review and approval of the environmental document and mitigation requirements by resource agencies, as well as permit issuance. Other risks include right-of-way acquisition, utilities relocation, design changes due to new information, and geotechnical investigations or risk design before environmental approval. Execution of pertinent agreements and construction market volatility are additional risks. The capital cost estimate assumes a 3.5% per year escalation.

Corridor System Management Plan / Preserving Project Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission (MTC) have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of

this effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. A team of stakeholders within the corridor is now forming and a consultant team has been selected to begin a detailed performance assessment.

A strategic management plan will be developed to determine the most appropriate and cost-effective means to sustain mobility in the corridor, including ramp metering, enhanced integration between the freeway and transit, and improved incident management practices. Preliminary analysis and recommended strategies are anticipated by the summer of 2007. This initial planning work would lead into the development of an implementation plan for which Solano County has applied for a $250,000 State Planning & Research grant

Caltrans District 4, MTC and Solano County are committed to the efficient management of this corridor. TOS equipment, including traffic monitoring devices and motorist information systems, are included as integral elements of this project. In addition, MTC has nominated a separate project CMIA funding, which would install TOS infrastructure on other parts of the I-80 corridor through Solano County that are currently minimally equipped.

Preservation of mobility gains on this corridor are also closely linked with land use and development. Because the freeway serves as the only major transportation link on most of the corridor, MTC is sponsoring an interregional study analyzing the potential benefits of smart growth for transportation and air quality along the I-80 corridor from Solano County through Sacramento to Placer County. The study is being conducted in partnership with the Association of Bay Area Governments, the Solano Transportaion Authority, SACOG and Caltrans.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Solano Transportation Authority		**Fact Sheet Date:**	**01/11/07**
Contact Person	Janet Adams		
Phone Number	(707) 424-6010	Fax Number	(707) 424-6074
Email Address	jadams@sta-snci.com		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Solano	4	5301L	0A5300		80	10.2	19.3

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 4	Congressional: 1, 7
	Assembly: 8	
Implementing Agency (by component)	PA&ED: Solano Transportation Authority (STA)	PS&E: STA
	R/W: TBD	CON: Caltrans
Project Title	**I-80/I-680/SR12 Interchange (Phase A) and HOV Extension**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Along the Interstate 80 (I-80) corridor in Fairfield, between State Route 12 (SR-12) West and SR-12 East in Solano County. This project proposes to improve traffic operations and congestion within the interchange. The entire I-80/I-680/SR-12 Interchange project, which consists of modification of the existing interchange, the addition of freeway lanes, the relocation of truck scales facilities, the construction of new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes, and frontage roads (North Connector) within and adjacent to existing freeway rights of way, is estimated to cost approximately $1.2 billion. Phase A includes HOV lanes from Red Top Road to Airbase Parkway, North Connector, and the geometric and operational improvements to the I-80/I-680/SR-12 connectors, and is estimated to cost $323 million.

Description of Major Project Benefits

The project would alleviate existing and projected congestion along this corridor, as the I-80/I-680/SR-12 interchange is the predominant interchange in this major commute and freight corridor. The project would improve mobility in the corridor with better freeway-to-freeway connections and better access to and from I-80. The project would upgrade the facility to meet safety and operational requirements, as the interchange was built almost 30 years ago, and would also provide improved bicycle and pedestrian access, improved access for transit, and improved local roads.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Mar-02
Notice of Preparation	Document Type: EIR/EIS	May-03
Begin Circulation of Draft Environmental Document		Jan-09
Final Approval of Environmental Document		Aug-09
Completion of plans, specifications, and estimates		Jan-11
Right-of-way certification		Feb-12
Ready for advertisement		Apr-12
Construction contract award		Jul-12
Construction contract acceptance		Feb-15

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Solano	4	5301L	0A5300	0
Project Title:	I-80/I-680/SR12 Interchange (Phase A) and HOV Extension			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	18,975	0	0	0	0	0	0	18,975
PS&E	5,968	2,000	7,300	7,300	3,716	0	0	26,284
R/W SUP (CT) *	100	200	0	700	1,500	873	0	3,373
CON SUP (CT) *	0	300	10,855	0	0	4,500	10,743	26,398
R/W	0	3,000	0	13,000	26,000	12,629	0	54,629
CON	0	13,412	68,602	0	0	30,000	81,739	193,753
TOTAL	25,043	18,912	86,757	21,000	31,216	48,002	92,482	323,412

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E			7,300	7,300	3,716			18,316
R/W SUP (CT) *				700	1,500	873		3,073
CON SUP (CT) *						4,500	10,743	15,243
R/W				13,000	26,000	12,629		51,629
CON						30,000	31,739	61,739
TOTAL	0	0	7,300	21,000	31,216	48,002	42,482	150,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	Regional Measure 2							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	6,975							6,975
PS&E	5,968	2,000						7,968
R/W SUP (CT) *	100	200						300
CON SUP (CT) *		300	10,855					11,155
R/W		3,000						3,000
CON		2,000	68,602					70,602
TOTAL	13,043	7,500	79,457	0	0	0	0	100,000

Funding Source:	State Transportation Improvement Program - RIP - Existing							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON		11,412						11,412
TOTAL	0	11,412	0	0	0	0	0	11,412

Funding Source:	Traffic Congestion Relief Program							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	12,000							12,000
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	12,000	0	0	0	0	0	0	12,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Solano	4	5301L	0A5300	0
Project Title:	I-80/I-680/SR12 Interchange (Phase A) and HOV Extension			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: State Transportation Improvement Program - IIP - New

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON							50,000	50,000
TOTAL	0	0	0	0	0	0	50,000	50,000

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON					0			0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, SCHEDULE, AND BENEFITS

I-80/I-680/SR-12 INTERCHANGE (PHASE A)

- **Project Scope**
  - The scope of this project was developed based on the I-80/I-680/I-780 Major Investment Study (MIS) completed in July 2004. The project scope includes the following elements:
    - Widen I-80 to accommodate an HOV lanes in each direction from Red Top Road to Airbase Parkway
    - Build a new roadway parallel to I-80 from Abernathy Road to Mangels Boulevard
    - Modify I-80/I-680/SR-12 connectors for geometric and operational improvements.

- **Project Cost Estimate**
  - This project is currently in the environmental phase. The preliminary project estimate was developed based on the following factors:
    - Construction Cost Estimate and Support Costs are in escalated dollars
    - Construction Cost Estimate includes 30% contingency
    - Construction Costs are escalated at 3.5% per year to the middle of the construction period (2013)
    - Construction Engineering and Management Costs are 7% of the Construction Cost Estimate

- **Project Schedule**
  - This project is currently in the environmental phase. The project schedule is as follows:

    PAED: August 2009
    PS&E: January 2011
    RTL: March 2012
    Begin Construction: July 2012
    End Construction: February 2015

- **Project Benefits**
  - The project benefits were derived from the following:
    - Preliminary project analysis performed with the Solano-Napa Travel Demand Model
    - The Final Technical Memorandum: Existing Weekday Traffic Operating Conditions
    - The Final Technical Memorandum: Design Year 2035 Demand Forecasts at Project Gateways (July 14, 2006)
    - Cordelia Truck Scales Relocation Study Summary Report (February 16, 2005)

- **Transportation 2030 Plan for the San Francisco Bay Area** – FINAL – February 2005

RTP (T2030) PROJECT DESCRIPTION	**PAGE**	**ID#**
Sol 80 – I-80/I-680/Route 12 Interchange Improvements	119	21807 22701

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits.)

- **Project Contingency Funding**
  - The preliminary project cost estimate is based on the current alternatives and scope of the project, with 30% contingency. Future cost increases are anticipated to be funded by future federal, STIP, and local fund sources.

- **Project Funding Plan**

  - The proposed project funding plan reflects the combination of federal, STIP, TCRP, RM2, and CMIA funds. This proposed plan would further the objectives of the CMIA program by ultimately delivering additional improvements and congestion relief earlier than planned. See attached Funding Plan.

District: 4

PROJECT: I-80/I-680/SR 12 HOV Lane (Phase A)

Project #: 2
EA: 609101
PPNO: 367D

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	3	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	8	10
Number of HOV Lanes	0	2
HOV Restriction (2 or 3)	2	
Highway Free-Flow Speed	70	70
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	9.1	9.1
Affected Area	9.1	9.1

Average Daily Traffic		
Current	160,000	
	w/o Project	w/ Project
Base (Year 1)	175,000	175,000
Forecast (Year 20)	270,000	270,000
Average Hourly HOV Traffic (if HOV lanes)	1,875	1,875
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	6%	6%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	10	0.01
Injury Accidents	552	0.35
Property Damage Only (PDO) Accidents	1312	0.82

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	0.92	0.92
Percent Fatal Accidents	1.00%	1.00%
Percent Injury Accidents	32.0%	32%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

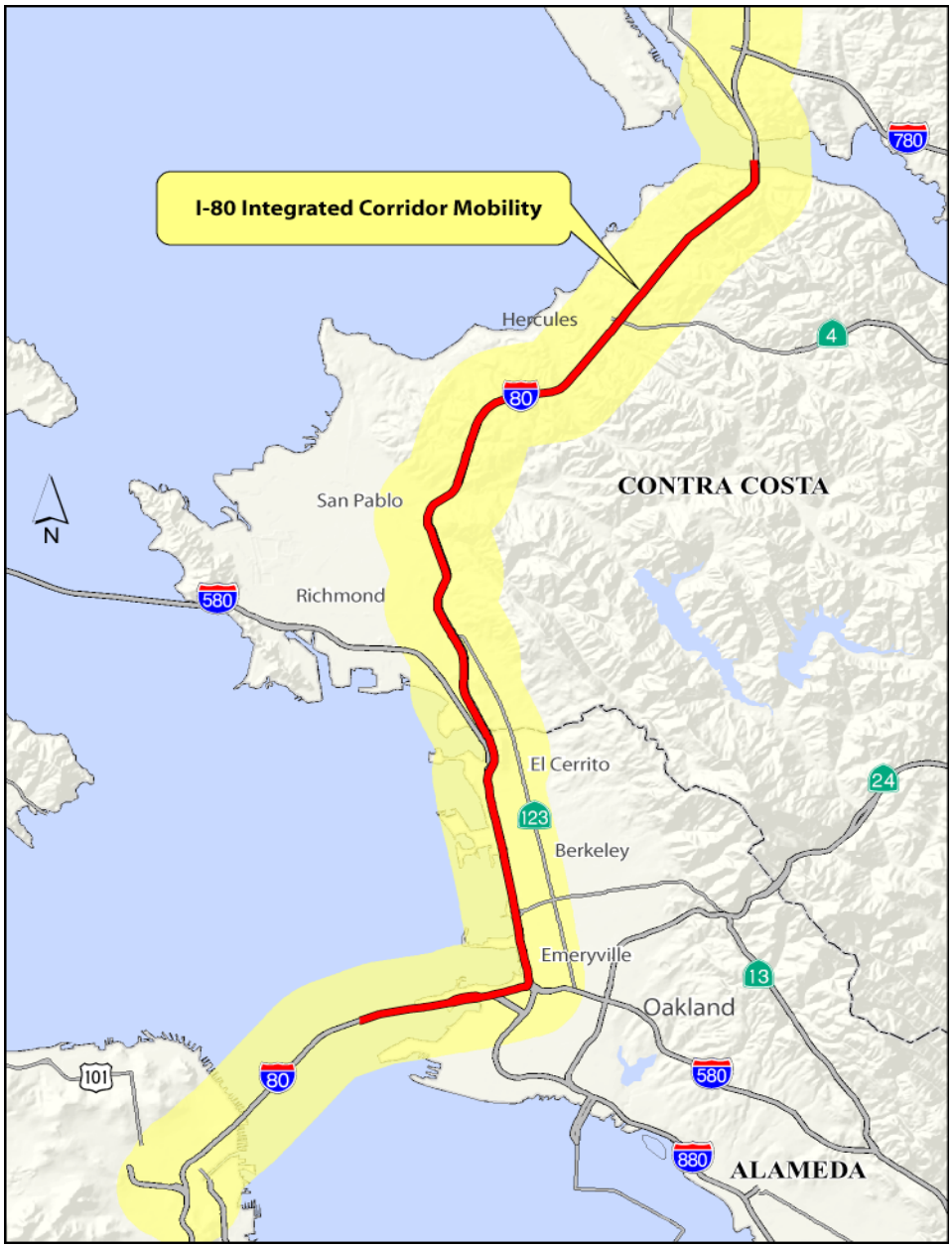
Fiscal Year:

Before	
2007-08	$ 21,412,000
2008-09	$ 86,757,000
2009-10	$ 21,000,000
2010-11	$ 31,216,000
2011-12	$ 48,002,000
2012-13	$ 92,482,000
After	$ 22,543,000
TOTAL	$ 323,412,000
Escalation Factor	3.5%

Weaving or TMS Safety Improvement set to 30% to reflect anticipated safety improvement

Project Location Map

I-80 Integrated Corridor Mobility



January 10, 2007

CMIA PROJECT NARRATIVE

ALA/CC 80 Corridor Enhanced Freeway Management System (Bay Bridge to Carquinez Bridge)

Travel Corridor Description

I-80 is included in California's Freeway and Expressway System and has been identified by the State as an Interregional Road System route. I-80 is a major transcontinental Interstate between the San Francisco Bay Area and the East Coast. Within California, the highway connects San Francisco Bay Area with the Sierras via the Sacramento metropolitan region and provides connectivity to I-5 to the north via I-505. It has become increasingly important as a connector for the growing inter-regional commute between the Bay Area and Sacramento.

The I-80 – West Corridor extends from the San Francisco-Oakland Bay Bridge in Oakland to the Carquinez Bridge (Contra Costa/Solano County line). It is approximately 20 miles in length and intersects with SR 13, I-580, I-880 and SR 4. I-80 West is a critical regional commute route between San Francisco, Alameda, Contra Costa and Solano Counties and is a major highway conduit for the movement of freight, providing access to the Ports of Oakland and Richmond. I-80 also serves recreational traffic destined for the Sierras to the east as well as recreational locations to the State's north . Currently the portion of I-80 between the San Francisco-Oakland Bay Bridge and the Carquinez Bridge is specified by the Metropolitan Transportation Commission's (MTC) "2005 State of the System" as the region's most congested corridor.

The I-80 – West corridor is served by regional rail (BART and Amtrak) and ferry service. Additionally, there is local and express bus service throughout the Corridor as well as regional express bus service from Solano County to key intermodal transfer points.

Project Function

This project would create an integrated freeway and arterial management system from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza, a distance of approximately 20 miles. This project includes Caltrans Traffic Operations Systems (TOS) field elements: Closed Circuit Television (CCTV) cameras, Changeable Message Signs (CMS), Highway Advisory Radio (HAR), and ramp metering. Consistent with the mobility and accessibility goals of the Strategic Growth Plan, the project will involve an integrated information exchange system between Caltrans, East Bay SMART Corridors, the 511 System, and the local agencies to share freeway congestion, ramp metering and local arterial information. A separate project, also proposed for I-Bond funding, will provide system management equipment for the I-80 Corridor's arterial and transit systems, including vehicle detection, emergency vehicle pre-emption, message signs and communications infrastructure.

This project is included in the Regional Transportation Plan. The proposed I-80 Corridor Enhanced Management System project will serve to alleviate existing and projected

congestion along this corridor, as well as upgrade the facility to enhance safety and meet operational requirements.

Project Benefits

A. Operations and Safety

This project will increase both freeway speeds and capacity, and also improve incident detection and response. The project will include the development and implementation of an Area-wide Adaptive Ramp Metering system. The I-80 project corridor includes 17 freeway ramp connections in Contra Costa County and 6 freeway ramp connections in Alameda County.

Westbound I-80 is consistently the most congested corridor in the Bay Area. I-80 from west of Treasure Island to east of Powell Street is ranked number ten on the list of congested locations, with 2,430 VHD in the PM peak period.
Peak hour volumes range from 8,500 to 19,200 vehicles per hour (VPH) for both directions, with 300,000 average daily traffic (ADT). Truck traffic accounts for approximately 1.77% to 5.35% of the peak hour traffic volume. Daily vehicle hours of delay (DVHD) are 10,080 in the AM peak and 2,430 in the PM.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in DVHD from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February, 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

The I-80 corridor carries significant volumes of inter-regional recreation, commuter and goods movement traffic and serves as the second interstate, other than I-580, to connect to I-5 in the region. I-80 provides access to major inter-regional and regional freight corridors including I-5, SR 99, US-101 and I-880. Conflicting demands between high volumes of commuter and freight traffic cause major operational deficiencies. I-80 is a major commuter link between employment centers in San Francisco and the East Bay and housing in west Contra Costa and Solano County.

Over the next 25 years, it is anticipated that in Alameda and Contra Costa Counties, the creation of new jobs will increase by 46% while both counties' population and number of

households will increase by approximately 30%. The potential for housing growth in this segment of I-80 is limited because of geographical and land use compatibility constraints. However, there is potential for moderate redevelopment and infill development along the Corridor. Therefore, it is possible that the Alameda and Contra Costa I-80 Corridor Enhanced Management System, coupled with capacity improvements, could improve access to existing land uses along the corridor and induce some growth. The project will also improve access to new housing in west and central Solano County.

Project Risks

Ramp Metering – The implementation of ramp metering in this project will require institutional agreements and may face opposition by the local agencies, especially if the improvements to the arterial and transit management systems, which are proposed as a separate I-Bond project, are not implemented in conjunction with this project. The risk level is medium and could impact the schedule.

Communication System – Additional communication infrastructure along the corridor may be required which would increase the project cost. The risk level is medium and could impact the cost.

Shoulder Width – The non-standard shoulder widths in this project will require Design Exceptions. The risk level is low but could impact the schedule and cost.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. I-80 is one of the 12 "Key Corridors" identified for analysis and development of a Corridor System Management Plan over the next 18 months.

In essence, this proposal is purely a system management project intended to ensure that the corridor operates as efficiently as possible. HOV lanes are already in operation through most of the corridor, and two programmed projects in Contra Costa County would complete the HOV system between the Bay Bridge and the Carquinez Bridge. Because there is almost no remaining right-of-way to add more lanes to the freeway, the only viable means to increase capacity and reliability is through effective system management. In this corridor, 20 CCTVs, 6 CMSs, 5 EMSs, 2 HARs and 117 Traffic Monitoring Stations are in place. This proposed project would include installing and implementing ramp metering, and filling in the gaps in the TOS infrastructure in the corridor.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Alameda County Congestion Management Agency			**Fact Sheet Date:**	**01/11/07**
Contact Person	Frank Furger			
Phone Number	(510) 836-2560	Fax Number	(510) 836-2185	
Email Address	ffurger@accma.ca.gov			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Alameda	4	0062E	3A7700K		80	1.9	8.0
Contra Costa	4	0062E	3A7700K		80	0	13.5

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 7, 9	Congressional: 7, 9
	Assembly: 11, 14, 16	
Implementing Agency (by component)	PA&ED: ACCMA/Caltrans	PS&E: ACCMA/Caltrans
	R/W: ACCMA/Caltrans	CON: ACCMA/Caltrans
Project Title	**I-80 Integrated Corridor Mobility Project**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

In Contra Costa and Alameda Counties along Route 80 from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza - The project proposes to create an integrated freeway and arterial network along the I-80 corridor for a distance of approximately 20.5 miles. The project will install Traffic Operations Systems (TOS) field elements including CCTV, CMS, HAR, and ramp metering. The project will also involve an integrated information exchange system between Caltrans, East Bay SMART Corridors, 511 System, and local agencies to share freeway congestion, ramp metering, and local arterial information.

Description of Major Project Benefits

This stretch of Route 80 is the most congested in the Bay Area. The project will alleviate existing and projected congestion along this corridor. The project will produce the implementation of an Area-wide Adaptive Ramp metering system that will include the local arterial and signal control systems. The project will also include local arterial Advanced Transportation Management and Incident Management Systems including CCTV, CMS, and Emergency pre-emption systems at local intersections.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Jan-07
Notice of Preparation	Document Type:	ND-FONSI
Begin Circulation of Draft Environmental Document		Dec-07
Final Approval of Environmental Document		Mar-08
Completion of plans, specifications, and estimates		Jan-09
Right-of-way certfication		Jan-09
Ready for advertisement		Mar-09
Construction contract award		Jul-09
Construction contract acceptance		Oct-11

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	0062E	3A7700K	0
Project Title:	I-80 Integrated Corridor Mobility Project			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	2,600	0	0	0	0	0	2,600
PS&E	0	0	9,000	0	0	0	0	9,000
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	11,700	0	0	0	11,700
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	64,400	0	0	0	64,400
TOTAL	0	2,600	9,000	76,100	0	0	0	87,700

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	1,800						1,800
PS&E		0	6,300					6,300
R/W SUP (CT) *								0
CON SUP (CT) *			0	8,200				8,200
R/W								0
CON			0	47,000				47,000
TOTAL	0	1,800	6,300	55,200	0	0	0	63,300

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	I-BOND SHOPP Local Signal Synchronization Program (ITS) - New							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		800						800
PS&E			2,700					2,700
R/W SUP (CT) *								0
CON SUP (CT) *				3,500				3,500
R/W								0
CON				17,400				17,400
TOTAL	0	800	2,700	20,900	0	0	0	24,400

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	0062E	3A7700K	0
Project Title:	I-80 Integrated Corridor Mobility Project			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

I-80 INTEGRATED CORRIDOR MOBILITY PROJECT

- **Project Scope**
  - This project is currently in the planning phase. The project scope was developed based on information from the ongoing Project Study Report (PSR). The PSR is schedules to be completed by early January 2007. The project scope does not include implementation of advisory speed limits signs and commercial vehicle operation systems, which scope is included in the CMA's submittal.

- **Project Cost Estimate**

  Costs used in this application are based on scope information from the ongoing Project Study Report. The project cost was based on the following factors:
  - Cost does not include implementation of advisory speed limits signs and commercial vehicle operation systems ($6.4M), which is included in the CMA's submittal.
  - Capital cost is based on a 7% escalation rate compounded annually to mid year of construction.
  - Support cost is based on 4% compounded annually for professional services
  - Assumes total support cost to be 34% of capital
  - Assumes no right of way impacts.

- **Project Schedule**
  - The schedule was developed based on information from the ongoing Project Study Report. It assumes a design at risk approach in which the environmental clearance effort and final design effort will be undertaken concurrently. It is based on a 12 months environmental approval (mitigated ND/FONSI), and no right of way or utility impacts.
- **Project Benefits:**
  - The project benefits were derived from the following documents:
    - Information from studies for the PSR underdevelopment

Transportation 2030 Plan for the San Francisco Bay Area – FINAL – February 2005
Appendix one – Projects by County

RTP (T2030) Project Description	Page	ID#
Bay Area Region/Multi-County – Freeway traffic Operations (includes Traffic Operations System/Transportation Management Center enhancements, Freeway Service Patrol, incident management and technical assistance)	80	21001

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits)

- **Project Contingency Funding**
  - The project cost estimate was developed based on a 15% contingency and a 7% construction cost escalation rate extended to midyear of construction. Should the project cost increases, funding for the increase will be secured from future STIP or other funding sources.

District: 4

Project # 1a
EA:
PPNO:

PROJECT: I-80 Enhanced freeway management system including CCTV, CMS, loop detectors, and communications network and Ramp Metering (Bay Bridge - CC Co. Line) - Ramp Metering

1A PROJECT DATA

Type of Project	
Select project type from list	Ramp Metering
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2
Length of Construction Period	1.5 years
	Existing
Length of Peak Period(s) (up to 8 hrs)	4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	8
Number of HOV Lanes		2	2
HOV Restriction (2 or 3)		3	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	21.0	21.0
	Affected Area	21.0	21.0

Average Daily Traffic			
	Current	200,000	
		w/o Project	w/ Project
	Base (Year 1)	204,134	204,134
	Forecast (Year 20)	256,500	256,500
Average Hourly HOV Traffic (if HOV lanes)		2,064	2,064
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		5.16%	5.16%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	21	0.00
Injury Accidents	1406	0.31
Property Damage Only (PDO) Accidents	4841	1.05

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.14	1.03
Percent Fatal Accidents	0.70%	1.00%
Percent Injury Accidents	31.7%	21.0%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	$ 6,382,373
2008-09	$ 4,254,915
2009-10	$ 11,155,119
2010-11	$ 7,436,746
2011-12	
2012-13	
After	
TOTAL	$ 29,229,153
Escalation Factor	3.5%

District: 4

Project # 1b
EA:
PPNO:

PROJECT: I-80 Enhanced freeway management system including CCTV, CMS, loop detectors, and communications network and Ramp Metering (Bay Bridge - CC Co. Line)- Incident Management

1A PROJECT DATA

Type of Project	
Select project type from list	Incident Management
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2
Length of Construction Period	1.5 years
	Existing
Length of Peak Period(s) (up to 8 hrs)	4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	8	8
Number of HOV Lanes	2	2
HOV Restriction (2 or 3)	3	
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	21.0	21.0
Affected Area	21.0	21.0

Average Daily Traffic		
Current	200,000	
	w/o Project	w/ Project
Base (Year 1)	204,134	204,134
Forecast (Year 20)	256,500	256,500
Average Hourly HOV Traffic (if HOV lanes)	2,064	2,064
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	5.16%	5.16%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	21	0.00
Injury Accidents	1406	0.31
Property Damage Only (PDO) Accidents	4841	1.05

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	1.14	1.03
Percent Fatal Accidents	0.70%	1.00%
Percent Injury Accidents	31.7%	21.0%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	$ 6,382,373
2008-09	$ 4,254,915
2009-10	$ 11,155,119
2010-11	$ 7,436,746
2011-12	
2012-13	
After	
TOTAL	$ 29,229,153
Escalation Factor	3.5%

District: 4

Project # 1c
EA:
PPNO:

PROJECT: I-80 Enhanced freeway management system including CCTV, CMS, loop detectors, and communications network and Ramp Metering (Bay Bridge - CC Co. Line) - Traveler Information

1A PROJECT DATA

Type of Project		
Select project type from list	Traveler Information	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	1.5	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	6	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	8
Number of HOV Lanes		2	2
HOV Restriction (2 or 3)		3	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	21.0	21.0
	Affected Area	21.0	21.0

Average Daily Traffic			
Current		200,000	
		w/o Project	w/ Project
	Base (Year 1)	204,134	204,134
	Forecast (Year 20)	256,500	256,500
Average Hourly HOV Traffic (if HOV lanes)		2,064	2,064
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		5.16%	5.16%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	21	0.00
Injury Accidents	1406	0.31
Property Damage Only (PDO) Accidents	4841	1.05

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	1.14	1.03
Percent Fatal Accidents	0.70%	1.00%
Percent Injury Accidents	31.7%	21.0%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	$ 6,382,373
2008-09	$ 4,254,915
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2010-11	$ 7,436,746
2011-12	
2012-13	
After	
TOTAL	$ 29,229,153
Escalation Factor	3.5%

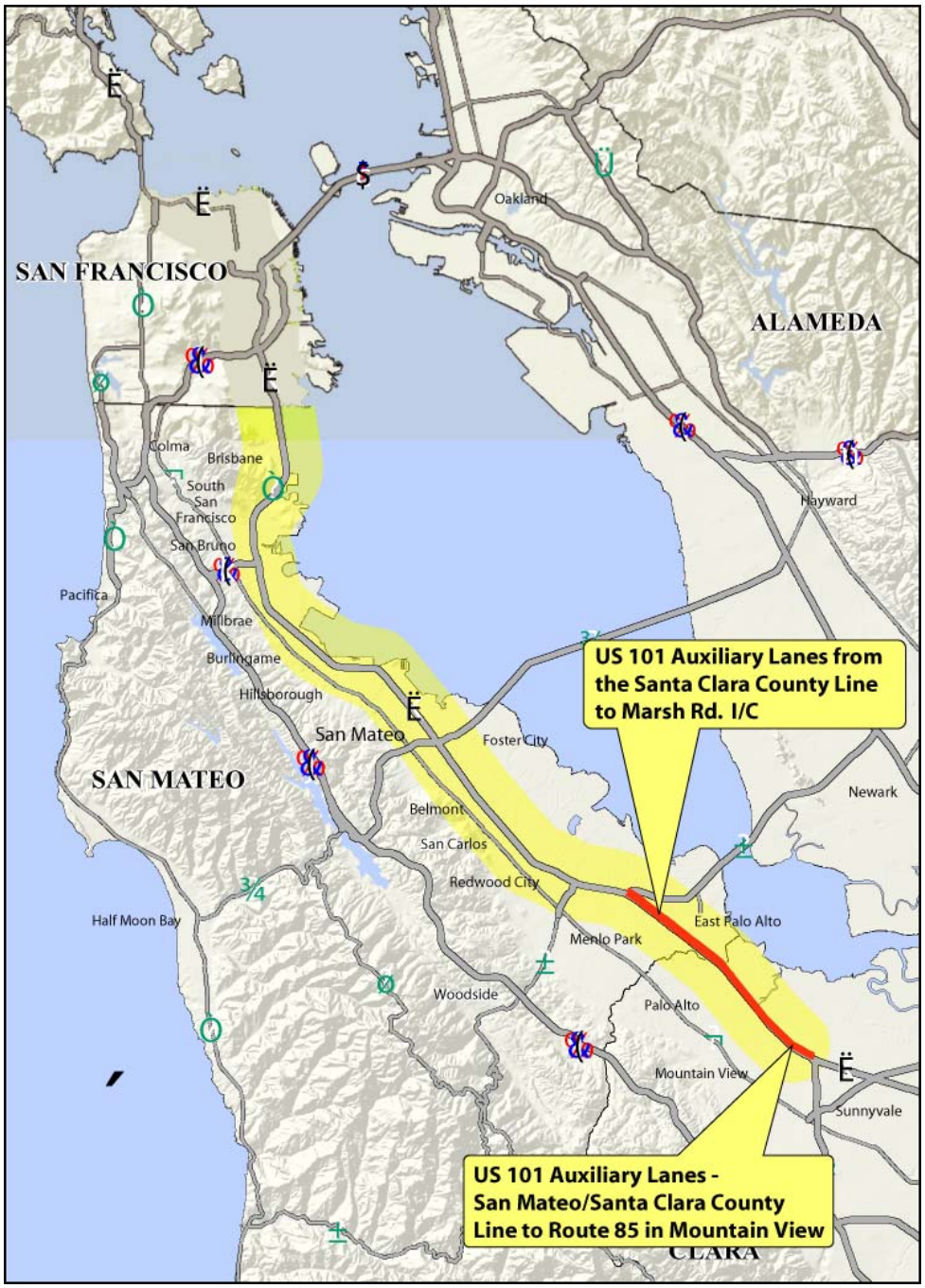
Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

U.S. 101 Corridor: San Mateo/Santa Clara

January 10, 2007

Project Location Map

US-101 Additional Lanes
SR 84 (Marsh Road) in San Mateo to SR 85 in Santa Clara



January 10, 2007

CMIA PROJECT NARRATIVE

U.S. 101 Peninsula Corridor in San Mateo and Santa Clara County: Auxiliary lanes from Marsh Road to SR 85 (including Willow Road Interchange)

Travel Corridor Description

On a national and state level, US 101 is part of the Interregional Road System and the National Truck Network. It is a major north-south route along and near the coast between Los Angeles, at I-5, and the Pacific Northwest via the San Francisco Bay Area and is the backbone of the circulation system for many cities and communities in the region. US 101 is identified in the State's Interregional Transportation Strategic Plan as a "focus route", which assigns this freeway as requiring the highest priority for completion to the minimum facility standard in the 20-year planning period. It is also a Caltrans focus route according to the 1998 Interregional Transportation Strategic Plan. Regionally, the Metropolitan Transportation Commission identifies US 101 as one of the four major "Interregional Corridors" within the Bay Area's transportation system.

US 101 between Marsh Road in Santa Clara County and SR 85 in Santa Clara County currently experiences significant congestions, and this congestion has been forecasted to grow with traffic demand through year 2025. Additionally, statistics regarding vehicle collisions along US 101 indicate that collision rates that are substantially higher than the statewide average. These facts define the need to address congestion and safety. Therefore, the purpose of the project is to address congestion and safety issues in this section of US 101.

Project Function

The project proposed for CMIA funding would add auxiliary lanes in both directions of Route 101 between Marsh Road and SR 85, and reconstruct the Willow Road interchange. The freeway would be widened to a 10-lane cross section between interchanges.

The CMIA application consists of two components as reflected in the associated Fact and Funding sheets: (1) construction of auxiliary lanes on US 101 in San Mateo County between Marsh Road and the San Mateo/Santa Clara County Line, including reconstruction of the Willow Road interchange, and (2) construction of auxiliary lanes in Santa Clara County between the San Mateo/Santa Clara County Line and SR 85.

Project Benefits

A. Operations and Safety

The substantial growth in jobs and housing has increased pressure along the U.S. Route 101 Peninsula corridor, raising it to the 4th most congested corridor in the Bay Area. The project will serve to alleviate existing and projected congestion along this corridor as well as upgrade the facility to meet safety and operational requirements.

The auxiliary lanes will reduce delays and enhance safety in areas where there are currently merge/weave conflicts between traffic entering and existing the freeway. In addition, the auxiliary lanes will be important components of a more dynamic ramp metering strategy on the US 101 Peninsula Corridor. Metering is scheduled to begin on this section of the corridor in late January 2007.

The project is one of the solutions identified in a Bi-County study, the 2020 Peninsula Gateway Corridor Study, that was jointly funded by the Congestion Management Agencies for San Mateo and Santa Clara Counties (C/CAG and VTA) as well as the San Mateo County Transportation Authority (SMCTA) and involved participation by six neighboring cities including Menlo Park, East Palo Alto, Palo Alto, Mountain View, Atherton, and Redwood City, as well as Caltrans and MTC. Elected officials, executive staff, as well as representatives from the above agencies, have actively collaborated with each other and with community representatives through the 2020 Gateway Study, from 2003 through the present, to develop solutions to the transportation problems in the corridor. This project, along with other projects identified from the Study, will provide the much-needed solution to existing system deficiencies, relieve traffic congestion, improve safety and air quality, and improve economic vitality.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above.

In February 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan. In addition, the projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

C. Access to Jobs, Housing, Markets, and Commerce

There are nine interchanges within the project limits that provide access to various parts of the region. In San Mateo County, US 101 is the main access route to SFO. From the Peninsula, it serves as a major route to Silicon Valley and to the Mineta San Jose International Airport. It links with the East Bay via the Dumbarton Bridge (SR 84), the San Mateo Bridge (SR 92), and the San Francisco-Oakland Bay Bridge, and provides access to the Port of Redwood City, and the Port of San Francisco. It also provides access to local streets, which includes commercial and residential developments, Stanford University, the Google campus, and many other business districts.

Per San Mateo County's Countywide Transportation Plan 2010, dated April 2001, a relatively high percentage (43%) of San Mateo County residents will commute to jobs in other counties. In 1990, this was the highest percentage of out-commuting for any county in the Bay Area. In 2010, as in 1990, a relatively high percentage of workers (36%) in the county will be non-resident workers who commute in from other counties. In 1990, this was the second highest percentage for in-commuting for any county in the Bay Area. It is projected that by 2010 there will be a shortfall of 15,600 to 20,600 housing units in the county.

Project Risks

Project risks are minimal. The San Mateo County portion of this proposal requires minimal right-of-way, and there is no known opposition to the project.

The Santa Clara County portion has an approved Environmental document, and is ready to proceed into Final Design, greatly minimizing uncertainty with respect to cost and schedule. Moreover, no additional right of way is required.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission (MTC) have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. US 101 is one of the 12 "Key Corridors" identified for analysis and development of a Corridor System Management Plan over the next 18 months.

San Mateo and Santa Clara County have been supportive of system management strategies and have worked closely with Caltrans and MTC in a number of programs to preserve mobility in this corridor. A ramp metering feasibility study was completed in 2005, which led to an agreement between the counties and the cities along the corridor to proceed with metering, as well as an MOU between the county and Caltrans. The first phase of ramp metering is scheduled to begin in January 2007. A countywide Intelligent Transportation System Strategic Plan was completed in 2005, which is leading to an incident management plan for the Route 101 corridor, scheduled to begin development in Spring 2007. This plan will involve coordination with Smart Corridor improvements that have already been implemented on El Camino Real (SR 82) that parallels the freeway. A separate CMIA application is being submitted to fill in TOS infrastructure gaps on the US 101 Peninsula Corridor.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: San Mateo Cities/County Association of Governments		**Fact Sheet Date:**	**01/11/07**
Contact Person	Richard Napier		
Phone Number	(650) 599-1420	Fax Number	(650) 361-8227
Email Address	slwong@co.sanmateo.ca.us		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
San Mateo	4	658B	235610	SM-030001	101	0	3.6

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 8, 11	Congressional: 14, 12
	Assembly: 21	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US 101 Auxiliary Lanes from the Santa Clara County Line to Marsh Rd. I/C**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

This project will widen US 101 to add auxiliary lanes in each direction from the Embarcadero Road interchange near the Santa Clara County line to the Marsh Road interchange in San Mateo County. This project lies within the Cities of Menlo Park, East Palo Alto and Palo Alto. In addition to adding auxiliary lanes, this project will widen/modify all the on ramps to the four interchanges within the project limits. The project will reconstruct the Ringwood Pedestrian overcrossing and the Henderson underpass to accommodate the Aux lanes and install ITS equipment on the main line consisting of communication trunk lines (fiber optic cables) for efficient data and video communications with Caltrans Transportation Management Center (TMC), CCTV, message signs and traffic detection devices. This project also includes the Willow Road interchange reconstruction (EA 23565_)

Description of Major Project Benefits

The auxiliary lanes will relieve congestion on the freeway mainline, enhance safety, and improve traffic operations at the interchanges. The project will result in continuous auxiliary lanes from the San Mateo/Santa Clara County line to the San Francisco International Airport. It will reduce 3,000,000 vehicle hours of delay. This project is one of the solutions identified to reduce the impact of regional traffic from Highway 101 to the Dumbarton Bridge on the disdvantaged community of the City of Palo Alto. This environmental justice issue was identified by MTC in the Bay Crossings Study and is being studied in a joint San Mateo/Santa Clara County study called the 2020 Peninsula Gateway Study.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Sep-04
Notice of Preparation	Document Type:	
Begin Circulation of Draft Environmental Document		Jan-09
Final Approval of Environmental Document		Sep-09
Completion of plans, specifications, and estimates		
Right-of-way certfication		Jan-12
Ready for advertisement		
Construction contract award		Jun-12
Construction contract acceptance		

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Mateo	4	658B	235610	SM-030001
Project Title:	US 101 Auxiliary Lanes from the Santa Clara County Line to Marsh Rd. I/C			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	5,200	0	0	0	0	0	5,200
PS&E	0	0	6,592	0	0	0	0	6,592
R/W SUP (CT) *	0	0	0	496	0	0	0	496
CON SUP (CT) *	0	0	0	0	12,460	0	0	12,460
R/W	0	0	0	4,910	0	0	0	4,910
CON	0	0	0	0	81,531	0	0	81,531
TOTAL	0	5,200	6,592	5,406	93,991	0	0	111,189

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		5,200						5,200
PS&E			6,592					6,592
R/W SUP (CT) *				496				496
CON SUP (CT) *					12,460			12,460
R/W				4,910				4,910
CON					72,510			72,510
TOTAL	0	5,200	6,592	5,406	84,970	0	0	102,168

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source: State Transportation Improvement Plan (STIP) - RIP - Existing								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON					9,021			9,021
TOTAL	0	0	0	0	9,021	0	0	9,021

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

Date: 11-Jan-07

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Mateo	4	658B	235610	SM-030001
Project Title:	US 101 Auxiliary Lanes from the Santa Clara County Line to Marsh Rd. I/C			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

San Mateo US-101

Comparison of Existing to Proposal Funding

	Current Funding		Proposed Funding (Thousands of $)	
Fund Source	**101 Aux (Marsh - SCL)**	**101 Willow I/C**	**101 Aux (Marsh-SCL)**	**101 Willow I/C**
STIP (Existing)	9,021	20,046	9,021	20,046
STIP (Future)	0	0	0	0
Local (Commited)	19,961	17,622	0	37,583
Other (Not yet identified)	61,808	0	0	0
CMIA	0	0	102,168	0
Total Funding*	90,790	37,668	111,189	57,629
Total Project Cost			111,189	57,629

**** Note:*** *Consistent with the adopted CMIA Guidelines, the region proposes a funding solution that further the goals of the CMIA program for the 101 Corridor: leverage federal, state, regional, and local funds as part of a comprehensive corridor investment strategy. Additionally, note that project costs in the 101 corridor, including the 101 auxiliary lanes from Third to Millbrae Ave., have increased since the previously submitted funding plans.*

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: San Mateo Cities/County Association of Governments		**Fact Sheet Date:**	**01/11/07**
Contact Person	Richard Napier		
Phone Number	(650) 599-1420	Fax Number	(650) 361-8227
Email Address	slwong@co.sanmateo.ca.us		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
San Mateo	4	0690A	235650	SM-010047	101	1.7	2.1

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 8, 11	Congressional: 12, 14
	Assembly: 21	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101/Willow Road Interchange Reconstruction**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Menlo Park: US Route 101 at Willow Road Interchange; Reconstruct and reconfigure interchange. This project is included in the SM-101 Auxiliary Lanes project, EA 235610.

Description of Major Project Benefits

The auxiliary lanes will relieve congestion on the freeway mainline, enhance safety, and improve traffic operations at the interchanges. The project will result in continuous auxiliary lanes from the San Mateo/Santa Clara County line to the San Francisco International Airport. It will reduce 3,000,000 vehicle hours of delay. This project is one of the solutions identified to reduce the impact of regional traffic from Highway 101 to the Dumbarton Bridge on the disdvantaged community of the City of Palo Alto. This environmental justice issue was identified by MTC in the Bay Crossings Study and is being studied in a joint San Mateo/Santa Clara County study called the 2020 Peninsula Gateway Study.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		
Notice of Preparation	Document Type:	
Begin Circulation of Draft Environmental Document		
Final Approval of Environmental Document		
Completion of plans, specifications, and estimates		
Right-of-way certfication		
Ready for advertisement		
Construction contract award		
Construction contract acceptance		

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Mateo	4	0690A	235650	SM-010047
Project Title:	US-101/Willow Road Interchange Reconstruction			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	1,650	0	0	0	0	0	1,650
PS&E	0	0	3,490	0	0	0	0	3,490
R/W SUP (CT) *	0	0	300	0	0	0	0	300
CON SUP (CT) *	0	0	0	0	1,840	0	0	1,840
R/W	0	0	0	10,296	12,178	0	0	22,474
CON	0	0	0	0	27,875	0	0	27,875
TOTAL	0	1,650	3,790	10,296	41,893	0	0	57,629

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	State Transportation Improvement Program (STIP) - RIP - Existing							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		825						825
PS&E			1,745					1,745
R/W SUP (CT) *			150					150
CON SUP (CT) *					1,840			1,840
R/W				5,148	10,338			15,486
CON								0
TOTAL	0	825	1,895	5,148	12,178	0	0	20,046

Funding Source:	Local Sales Tax Fund							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON					17,583			17,583
TOTAL	0	0	0	0	17,583	0	0	17,583

Funding Source:	Local Fund - SMCTA Measure A							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		825						825
PS&E			1,745					1,745
R/W SUP (CT) *			150					150
CON SUP (CT) *								0
R/W				5,148	1,840			6,988
CON					10,292			10,292
TOTAL	0	825	1,895	5,148	12,132	0	0	20,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

Date: 11-Jan-07

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Mateo	4	0690A	235650	SM-010047
Project Title:	US-101/Willow Road Interchange Reconstruction			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Valley Transportation Authority (VTA)			**Fact Sheet Date:**	**01/11/07**
Contact Person	John Ristow - Deputy Director, Programming & Project Development			
Phone Number	408.321.5713	Fax Number	408.321.5723	
Email Address	john.ristow@vta.org			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Santa Clara	4				101	48.97	52.17

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 11	Congressional: 14
	Assembly: 21	
Implementing Agency (by component)	PA&ED: VTA	PS&E: VTA
	R/W: VTA	CON: VTA
Project Title	**US 101 Auxiliary Lanes - San Mateo/Santa Clara County Line to Route 85 in Mountain View**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

VTA proposes to add auxiliary lanes (one in each direction) along US-101 from Embarcadero Road to Route 85 in Santa Clara County. (3.2 mile segment)

This project comlements the adjoinig project in San Mateo County, adding auxilary lanes between the Santa Clara/San Mateo County Line and Marsh Road, that has been submitted by Caltrans District 4 and San Mateo City and County Association of Governments (C/CAG).

Description of Major Project Benefits

Auxiliary lanes would improve traffic operations on the freeway by providing more room for traffic entering and exiting the freeway at each interchange to merge and weave and by allowing local traffic that is only going from one interchange to the next to use the freeway without impacting the main through lanes. By doing so, the proposed project will additionally result in delay and travel time benefits since it will increase freeway capacity.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Dec-06
Notice of Preparation	Document Type:	Jul-07
Begin Circulation of Draft Environmental Document		Jun-08
Final Approval of Environmental Document		July-09
Completion of plans, specifications, and estimates		October-10
Right-of-way certification		November-10
Ready for advertisement		December-10
Construction contract award		June-11
Construction contract acceptance		August-13

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Santa Clara	4	0	0	0
Project Title:	US 101 Auxiliary Lanes - San Mateo/Santa Clara County Line to Route 85 in Mountain View			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	3,534	0	0	0	0	0	3,534
PS&E	0	0	7,182	0	0	0	0	7,182
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	0	6,612	0	0	0	6,612
CON	0	0	0	0	84,930	0	0	84,930
TOTAL	0	3,534	7,182	6,612	84,930	0	0	102,258

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		3,534						3,534
PS&E			7,182					7,182
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W				6,612				6,612
CON					74,930			74,930
TOTAL	0	3,534	7,182	6,612	74,930	0	0	92,258

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	2008 State Transportation Improvement Program - RIP - New (Santa Clara)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON					10,000			10,000
TOTAL	0	0	0	0	10,000	0	0	10,000

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, SCHEDULE, AND BENEFITS

U.S. 101 CORRIDOR: AUXILIARY LANES FROM MARSH ROAD TO SANTA CLARA COUNTY LINE (INCLUDING WILLOW INTERCHANGE)

- **Project Scope**
  - The project scope was developed from the following document:
    - Project Study Report (Project Development Support), EA 04-235650, On Route 101, in San Mateo County, In the City of Menlo Park, At the Willow Road Interchange, approved 5-23-05.
    - Project Study Report, EA 04-235610, San Mateo 101 Auxiliary Lanes from Embarcadero Road in Santa Clara County to Marsh Road in San Mateo County, approved 9-29-04.

- **Project Cost Estimate**
  - Costs used in this application are based on the documents mentioned above with costs updated and escalated to year of construction at 3.5% per year.

- **Project Schedule**
  - The schedule was developed based on the scope and anticipated durations for the activities to be completed. The environmental process has commenced for the Willow Interchange, and the Auxiliary Lane environmental process will start in early 2007. The design phase will combine these two projects in partnership with the San Mateo County Transportation Authority (SMCTA).

- **Project Benefits:**
    - The project benefits are identified in the "Need and Purpose" section of scoping documents mentioned above.

- **Transportation 2030 Plan** for the San Francisco Bay Area – FINAL - February 2005 Appendix 1:

RTP (T2030) Project Description	Page	ID#
SM 101- US 101 norhtbound and southbound auxiliary lanes from Marsh Road to Santa Clara County line	104	21608
U.S. 101 Willow Road interchange reconstruction	103	21606

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits)

- **Project Contingency Funding**
  - All attempts will be made to keep the project cost within budget. This project is also funded with local sales tax measure funds and STIP (RIP). Cost increases, if any, will be covered through these fund sources.

District: 4

Project #: 22a
EA: 235610
PPNO: 658B

PROJECT: US 101 Additional lanes from Marsh to Rte 85 - Marsh to Embarcadero Aux Lanes with Willow IC (SM)

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	3	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	6	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	10
Number of HOV Lanes		2	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.9	3.9
	Affected Area	3.9	3.9

Average Daily Traffic			
	Current	202,000	
		w/o Project	w/ Project
	Base (Year 1)	208,409	229,334
	Forecast (Year 20)	249,000	274,000
Average Hourly HOV Traffic (if HOV lanes)			
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9.0%	9.0%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	3	0.00
Injury Accidents	198	0.23
Property Damage Only (PDO) Accidents	556	0.64

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.07	1.07
Percent Fatal Accidents	0.4%	0.4%
Percent Injury Accidents	25%	25%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	$ -
2008-09	$ 11,280,000
2009-10	$ 11,280,000
2010-11	$ 11,280,000
2011-12	$ 45,120,000
2012-13	$ 45,120,000
After	$ 45,120,000
TOTAL	$ 169,200,000
Escalation Factor	3.5%

District:	4	Project #	22b
		EA:	235610
PROJECT:	US 101 Additional lanes from Marsh to Rte 85 - County Line to Rte 85 Aux Lanes only	PPNO:	

1A PROJECT DATA

Type of Project		
Select project type from list	Auxiliary Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	3	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	10
Number of HOV Lanes		2	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.40	3.40
	Affected Area	3.40	3.40

Average Daily Traffic (one-way if aux. lane or off-ramp project)			
	Current	214,000	
		w/o Project	w/ Project
	Base (Year 1)	224,636	224,636
	Forecast (Year 20)	292,000	292,000
Average Hourly HOV Traffic (if HOV lanes)		2,000	2,000
Percent Traffic in Weave (if oper. improvement)		25.0%	20.0%
Percent Trucks (include RVs, if applicable)		9.0%	9.0%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)		0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	0	0.00
Injury Accidents	256	0.32
Property Damage Only (PDO) Accidents	898	1.13

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

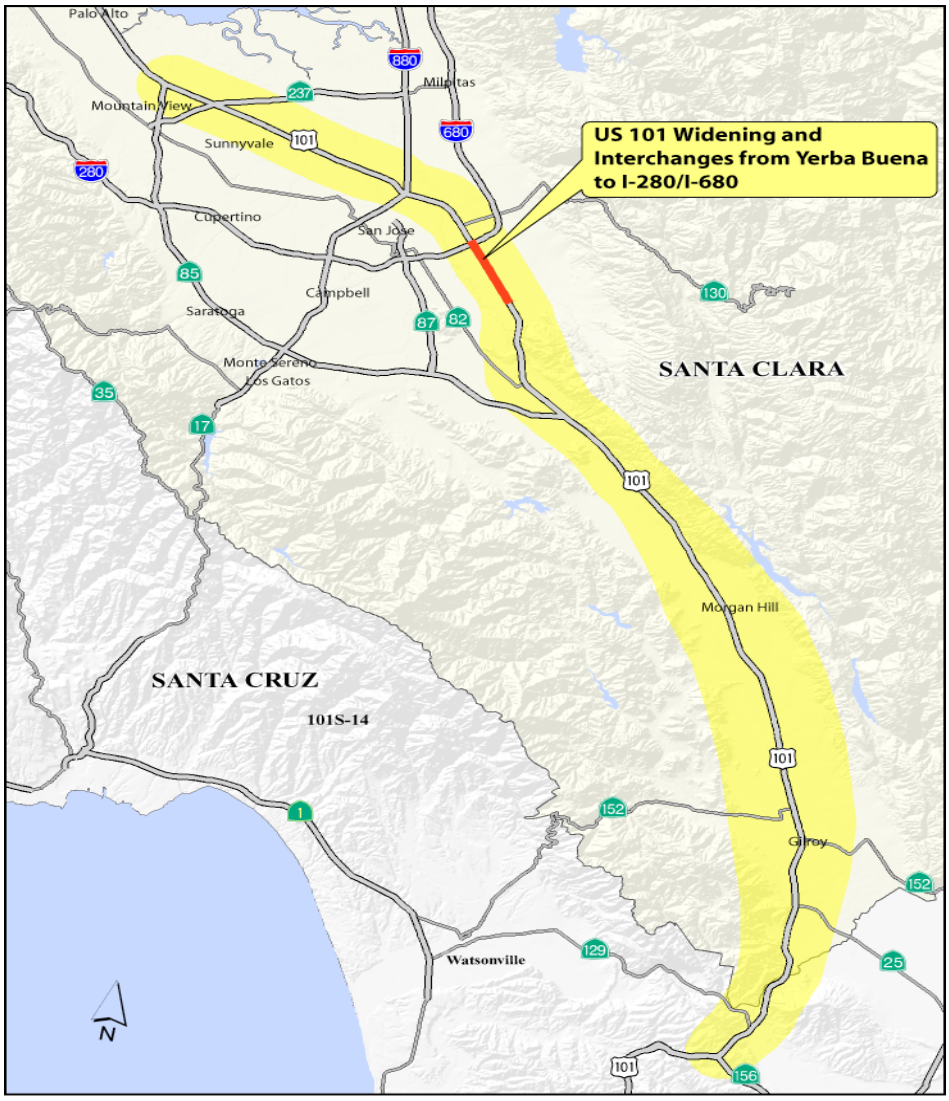
TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	
2007-08	$ 3,534,000
2008-09	$ 7,182,000
2009-10	$ 6,612,000
2010-11	
2011-12	$ 42,465,000
2012-13	$ 42,465,000
After	
TOTAL	$ 102,258,000
Escalation Factor	3.5%

Project Location Map

US-101 Corridor: Widening and Interchanges from Yerba Buena to I-280/I-680



January 10, 2007

CMIA PROJECT NARRATIVE

US 101 South Corridor in Santa Clara County:
Widening and Interchanges from Yerba Buena Road to I-280/I-680 (Evergreen)

Travel Corridor Description

On a national and state level, US 101 is part of the Interregional Road System and the National Truck Network. It is a major north/south route along and near the coast between Los Angeles, at I-5, and the Pacific Northwest via the San Francisco Bay Area and is the backbone of the circulation system for many cities and communities in the region. US 101 is identified in the State's Interregional Transportation Strategic Plan as a "focus route", which assigns this freeway as requiring the highest priority for completion to the minimum facility standard in the 20-year planning period. It is also a Caltrans focus route according to the 1998 Interregional Transportation Strategic Plan. Regionally, the Metropolitan Transportation Commission (MTC) identifies US 101 as one of the four major "Interregional Corridors" within the Bay Area's transportation system.

The corridor functions as one of the region's most important freeways for moving goods and freight into and out of the region, serving statewide, national, and international markets. It accommodates a combination of concentrated urban needs as well as goods movement demands generated from San Benito, Monterey and other nearby counties. The corridor is a particularly important freight corridor for the movement of agricultural products. It is a commute route from southern Santa Clara County and San Benito County to the urbanized Santa Clara Valley including major employment centers in Silicon Valley. The traffic impacts of this junction are especially noticeable immediately to the south of US 101, towards Yerba Buena Road, as this is the primary travel route to southern Santa Clara and San Benito counties, with no alternates that can meet current travel demand. It is also a heavily traveled highway corridor for recreational travel providing access for the South Bay to the Sierras via SR 152, to Southern California via SR 152 and I-5, and to tourist destinations in the Monterey Bay Area.

The US 101 corridor within Santa Clara County traverses several major highways connecting the peninsula and east bay, including I-280/I-680, I-880, SR 237 and SR 85. It extends for 48.5 miles between SR 85 on the northern end and the Santa Clara/San Benito county line. Along this corridor lie the cities of Mountain View, Sunnyvale, Santa Clara, San Jose, Morgan Hill and Gilroy, and unincorporated areas toward the county line. The entire stretch is within Santa Clara County. Specific challenges faced with this corridor section include addressing lane discontinuity between the freeway and arterial interchanges, reconfiguring on/off ramps, providing consistent of HOV lane transitions. To address these issues, regional and state agencies have committed to program $61 million for freeway improvement projects through sales tax measures and through HOT lane demand management.

Project Function

The project will construct numerous operational and safety improvements along this 3.9 mile stretch of US 101, extending from the I-280/680 interchange to the north to the

Yerba Buena Road interchange to the south. An additional southbound lane will be constructed, interchanges at US 101/Tully Road and US1 101/Capitol Expressway will be reconstructed, and auxiliary lane extensions and collector-distributor roads will be built.

Project Benefits

A. Operations and Safety

The project is intended to address current congestion as well as the projected increase in peak travel demand. The project location is immediately south of the convergence of I-280, I-680 and US 101. As a result, significant peak period delays occur as traffic demand from three heavily traveled regional freeways funnel together. The current lane configuration does not provide sufficient capacity to handle existing peak demands and lane drops between ramps result in inefficient operation.

Commute patterns are directional with the majority of commuters traveling northbound during the AM and southbound during the PM. Northbound AM commuters experience 2,500 vehicle hours of delay between I-280 and north of Trimble road, thus making it the ninth most congested Bay Area highway location. In total, 7,600 vehicle hours of delay are experienced by all commuters within the corridor on a typical day. An 18-20% increase in peak travel demand has been forecasted in the project area within the next 20 years.

By reducing congestion, the project is also expected to reduce the potential for these accidents and improve the safety of those traveling in the corridor. In 2005, a total of 1,500 accidents were reported on weekdays, the majority of which occurred beginning at Blossom Hill Road and continuing through the northern corridor border. The vast majority of these accidents are rear-end collisions, which suggests that they are primarily the result of traffic congestion.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

Some of the major traffic generators include: Silicon Valley, downtown San Jose, San Jose International Airport, San Jose State University, HP Pavilion at San Jose, Center for

Performing Arts, Children's Discovery Museum, Tech Museum of Innovation, Valley Fair Mall, Great Mall, Santana Row, and Gilroy Premium Shopping Outlet. Hence, travel demand along this corridor depends upon ongoing commuter use as well as event-based use. With an expected increase of housing stock beyond the southern end of the corridor (toward Gilroy), travel demand will further increase to and from between jobs and housing.

Project Risks

The project is well positioned with regards to risk management in terms of cost, schedule, and anticipated benefits. The project has an approved Environmental Document and is ready to proceed to final design, greatly minimizing uncertainty with respect to project scope, schedule and cost. Moreover, no additional right of way is required, further minimizing cost, schedule and other project risks.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission (MTC) have launched the region-wide Freeway Performance Initiative. The intent is to advance a corridor based and performance driven transportation planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. The US 101 South Corridor is one of the 12 "Key Corridors" identified for analysis and development of a Corridor System Management Plan over the next 18 months.

Over the past several years, VTA has adopted a corridor management approach to planning and project development. This has been manifested in critical corridor-wide studies that examine not just need and impact within the project limits, but the more comprehensive interactions throughout the corridor. These studies propose solutions that work to the benefit of the corridor as a whole. As part of the CMIA process, VTA is reviewing the effects and lessons learned through this process with the intent of developing this approach into a formal corridor management plan.

The US 101 South corridor from the northern junction with Route 85 in Mountain View to SR 129 in San Benito County is already relatively well-instrumented with TOS equipment. There are 31 ramp meters that are operational along this corridor, and 23 ramp meters that have been installed, but are inactive pending local agreement.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Valley Transportation Authority (VTA)		**Fact Sheet Date:**	**01/11/07**
Contact Person	John Ristow - Deputy Director, Programming & Project Development		
Phone Number	(408) 321-5713	Fax Number	(408) 321-5723
Email Address	John.Ristow@vta.org		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Santa Clara	4	TBD	1A9800		101	31	34.9

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 13	Congressional: 16
	Assembly: 28	
Implementing Agency (by component)	PA&ED: Santa Clara Valley TA (VTA)	PS&E: VTA
	R/W: VTA	CON: VTA
Project Title	**US-101 Widening and Interchange/Operational Improvements (I-280/I-680 to Yerba Buena)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

On US 101 in the City of San Jose, Santa Clara County, extending from the I-280/I-680 interchange to the north to the Yerba Buena interchange to the south. Construct operational and safety improvements as follows: Construct one additional lane in the SB direction from south of Story Road interchange to south of the Capitol Expressway interchange; Modify the US 101/Tully Road interchange to a partial cloverleaf interchange and rebuild the existing Tully Road overcrossing; Extend the existing southbound auxiliary lane of US 101 between the Tully Road and Capitol Expressway interchanges; Modify the collector-distributor system on NB US 101 btw Yerba Buena Road and Capitol Expressway and construct a new on-ramp from the C-D road to NB US 101 south of Capitol Expressway overcrossing; Modify the SB off-ramp from US 101 to Yerba Buena Road to remove the C-D road btw Capitol Expressway and Yerba Buena Road and widen the Yerba Buena off-ramp to two lanes.

Description of Major Project Benefits

- Reduce congestion at the I-280/I-680 and US 101 interchange, improving conditions on two major area routes
- Enhance operational safety along US 101 corridor
- Improve mobility by adding capacity on US 101
- Improve connectivity of Interregional System
- Improve ITS operations and overall corridor traffic flow through effective use of ramp metering
- Enhance movement of goods
- Improve traffic operations and minimized traffic delays along US 101
- Project can be phased- phase 1 would include southbound lane direction and Tully Road Interchange Improvement; Phase 2 would include modifications related to Capitol Expressway/Yerba Buena interchange

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Study Report (PSR) complete		Jun-07
Notice of Preparation	Document Type:	IS/ ND
Begin Circulation of Draft Environmental Document		Dec-05
Final Approval of Environmental Document		Jun-07
Completion of plans, specifications, and estimates		Sep-09
Right-of-way certfication		Sep-09
Ready for advertisement		Oct-09
Construction contract award		Mar-10
Construction contract acceptance		Dec-12

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Santa Clara	4	TBD	1A9800	0
Project Title:	US-101 Widening and Interchange/Operational Improvements (I-280/I-680 to Yerba Buena)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	3,220	0	0	0	0	0	0	3,220
PS&E	0	9,500	0	0	0	0	0	9,500
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	1,100	0	0	0	0	1,100
CON	0	0	0	90,400	0	0	0	90,400
TOTAL	3,220	9,500	1,100	90,400	0	0	0	104,220

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W			600					600
CON				29,400				29,400
TOTAL	0	0	600	29,400	0	0	0	30,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	SAFETEA-LU							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON				8,000				8,000
TOTAL	0	0	0	8,000	0	0	0	8,000

Funding Source:	Local							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	3,220							3,220
PS&E		9,500						9,500
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W			500					500
CON				40,000				40,000
TOTAL	3,220	9,500	500	40,000	0	0	0	53,220

Funding Source:	2008 State Transportation Improvement Program - RIP - New (Santa Clara)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON				13,000				13,000
TOTAL	0	0	0	13,000	0	0	0	13,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Santa Clara	4	TBD	1A9800	0
Project Title:	US-101 Widening and Interchange/Operational Improvements (I-280/I-680 to Yerba Buena)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON				0				0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, SCHEDULE, AND BENEFITS

U.S. 101 CORRIDOR: WIDENING AND INTERCHANGES FROM YERBA BUENA TO I-280/I-680 (EVERGREEN)

- **Project Scope**
  - The project scope was developed from the following document:
    - Draft Project Study Report/Project Report (PSR/PR) EA 04-1A9800, U.S. 101 Operational Improvements from I-280/I-680 to Yerba Buena Road
    - Mitigated Negative Declaration, U.S. 101 Operational Improvements from I-280/I-680 to Yerba Buena Road, approved 12-01-05.

- **Project Cost Estimate**
  - Costs used in this application are based on a PSR estimate prepared on April 2005 and escalated with 3.5% per year to mid-construction 2011 for construction capital cost. Other costs such as right of way have also been escalated appropriately.

- **Project Schedule**
  - The schedule was developed based on the scope and anticipated durations for the activities to be completed. The environmental document needs to be federalized to utilize Federal earmarks and is being completed by the Santa Clara Valley Transportation Authority (VTA) with Caltrans oversight. The design phase is anticipated to be completed with Caltrans oversight also.

- **Project Benefits:**
    - The project benefits are identified in the "Need and Purpose" section of scoping document mentioned above.

- **Transportation 2030 Plan** for the San Francisco Bay Area – FINAL - February 2005 Appendix 1:

RTP (T2030) Project Description	Page	ID#
SCl 101 - US 101 Central Freeway Corridor Improvements (I-680/I-280 to Yerba Buena)	113	22996

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits)

- **Project Contingency Funding**
  - All attempts will be made to keep the project cost within budget. This project is also funded with local funds, federal earmarks, and STIP (RIP). Any cost increases will be covered through these fund sources.

District:	4	Project #	28
		EA:	1A980K
PROJECT:	US 101 Corridor: Widening and Interchanges from Yerba Buena to I-280/I-680	PPNO:	

1A PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2.8	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	10
Number of HOV Lanes		2	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.87	3.87
	Affected Area	3.87	3.87

Average Daily Traffic			
	Current	234,000	
		w/o Project	w/ Project
	Base (Year 1)	238,989	238,989
	Forecast (Year 20)	272,846	272,846
Average Hourly HOV Traffic (if HOV lanes)		2,400	2,400
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	900	397
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	3	0.00
Injury Accidents	230	0.23
Property Damage Only (PDO) Accidents	744	0.75

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.07	1.02
Percent Fatal Accidents	0%	0%
Percent Injury Accidents	31%	29%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

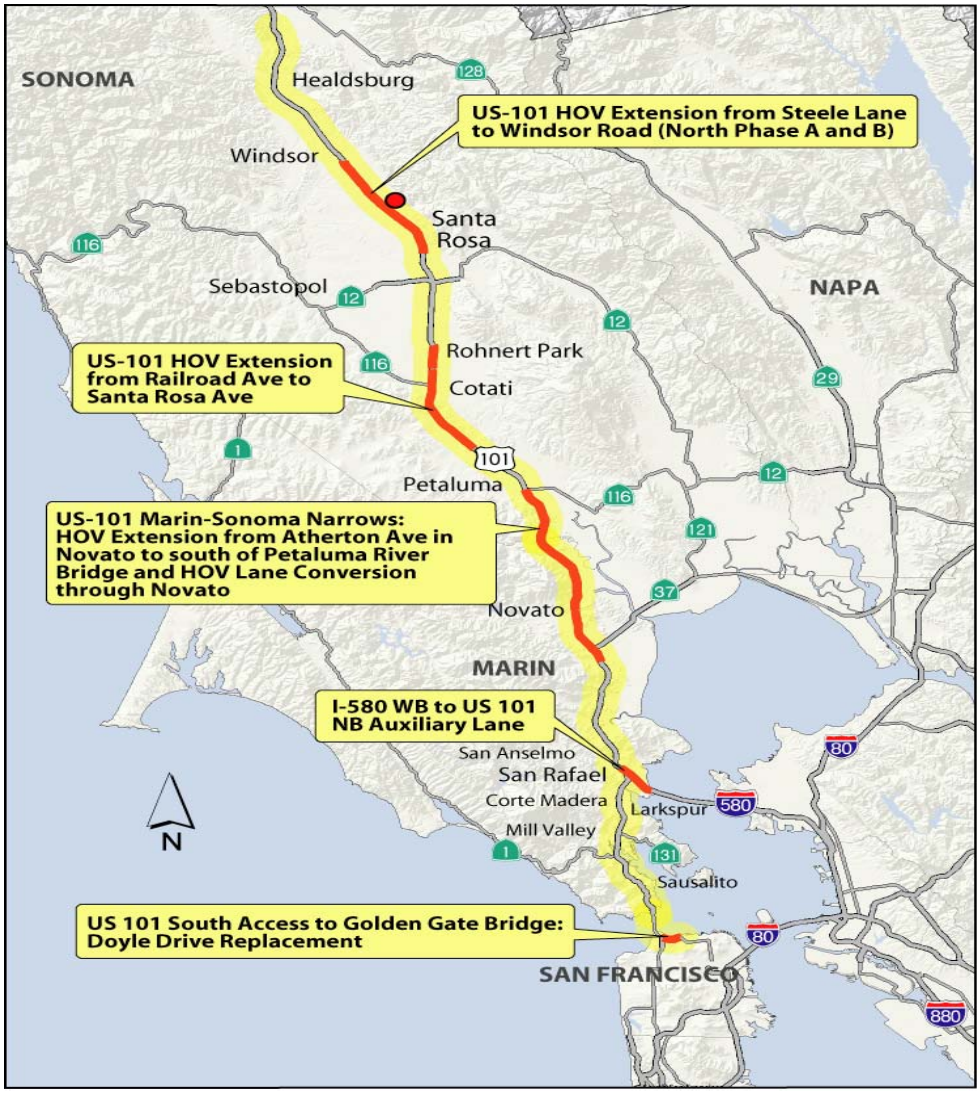
Fiscal Year:	
Before	
2007-08	$ 13,820,000
2008-09	
2009-10	$ 45,200,000
2010-11	$ 45,200,000
2011-12	
2012-13	
After	
TOTAL	$ 104,220,000
Escalation Factor	3.5%

Weaving or TMS Safety Improvement set to 30% to reflect anticipated safety improvement

Model input speeds adjusted to reflect Traffic Ops Rpt. p.61
Year 1 peak period without project = 30 mph
Year 20 peak period without project = 33.1 mph
Year 1 peak period with project = 45 mph
Year 20 peak period with project = 37 mph

Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

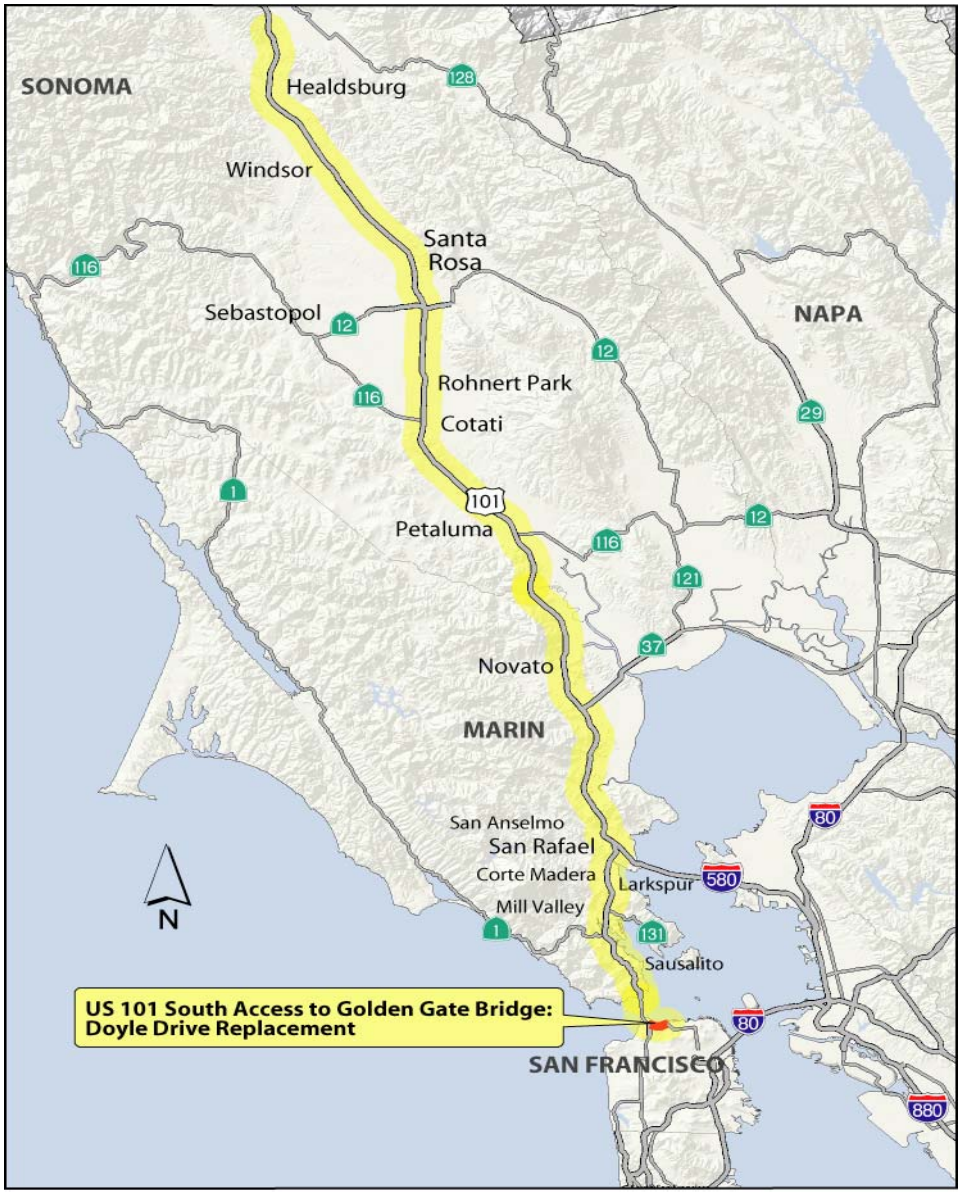
U.S. 101 Corridor: San Francisco/Marin/Sonoma



January 10, 2007

Project Location Map

South Access to Golden Gate Bridge:
Doyle Drive Replacement



January 10, 2007

CMIA PROJECT NARRATIVE

US 101 North Corridor in San Francisco County:
South Access to Golden Gate Bridge: Doyle Drive Replacement

Travel Corridor Description

US 101 is included in California's Freeway and Expressway System and is identified by the State as an Interregional Road System route. It is also identified in the State's Interregional Transportation Strategic Plan as a Focus Route. Focus Routes are specified as being of the highest priority for completion to the minimum facility standard in the 20-year planning period. US 101 is a major north-south route serving the state's coastal region between Los Angeles and the Pacific Northwest, and is comprised of mixed facilities (freeway, expressway and conventional). The US 101 North corridor extends between Doyle Drive in San Francisco, a 1.5 mile segment of US 101 connecting San Francisco with the Golden Gate Bridge, and the North Bay counties of Marin and Sonoma. The 84 mile facility carries up to 181,000 vehicles a day and is predominately freeway, except for a four-lane, seven-mile expressway portion that straddles the Marin/Sonoma County line. Major connections along the corridor include SR 131, SR 37, SR 116, SR 12 and SR 128. Additionally, extensive portions of US 101 in the North Bay, have no parallel arterials that can meaningfully serve as alternatives to the highway for vehicle trips. As such, US 101 is critical to both inter-regional and local distribution of goods between San Francisco and the North Bay, as well as recreational traffic destined for tourist attractions in Marin, Sonoma and Napa counties and other destinations along the North Coast.

There is no regional or local rail service in the quarter. Transit service is provided by the Golden Gate Bridge Transit District, which operates an extensive system of buses and ferry service between locations in Marin County and San Francisco. The ferry terminals are served by transit.

Project Function

It is proposed to construct a new roadway to replace the existing six-lane Doyle Drive portion of US 101 in order to improve the seismic, structural and traffic safety of the facility to ensure that connectivity is maintained between the North Bay and San Francisco. Doyle Drive is the 70-year-old stretch of US 101 that provides access for 89,000 daily vehicles to San Francisco, via the Golden Gate Bridge, from North Bay counties. Improvements to Doyle Drive must be context sensitive because it is situated in the Presidio of San Francisco, within the Golden Gate National Recreation Area. Due to a number of different factors, Doyle Drive requires extensive seismic, structural and traffic safety upgrades. Regular maintenance, seismic retrofit, and partial rehabilitation activities are keeping the structure safe in the short term. However, further structural degradation, caused by age and the effects of heavy traffic and exposure to salt air, will require, in the long term, permanent improvements to bring Doyle Drive up to current design and safety standards. Additionally, the eastern portion of the aging facility is located in a potential liquefaction zone identified on the State of California Seismic Hazard Zones map, dated August 2000.

Project Benefits

A. Operations and Safety

The Doyle Drive Replacement project would reduce the likelihood of a partial or complete failure of the existing facility, which would result in significant increases in delay for motorists traveling on Bay Area freeways. Traffic typically using Doyle Drive between the North Bay counties and San Francisco would be forced to use less direct alternate routes, such as I-580 across the Richmond-San Rafael Bridge and I-80 through Berkeley and across the San Francisco-Oakland Bay Bridge, significantly increasing their travel times. Unfortunately, these routes already experience substantial levels of congestion during peak periods and additional traffic loads from Doyle Drive would further increase delays for motorists who typically use them.

Currently, Doyle Drive has non-standard design elements including narrow lane widths, no fixed median barrier, no shoulders and substandard exit and entrance ramp geometry. The new facility would improve safety by increasing lane widths and dividing northbound and southbound traffic lanes with a wide median to alleviate head-on collisions. The project would also provide standard shoulders to allow disabled vehicles to be cleared from the travel lanes and redesign the Park Presidio interchange to allow for safer ingress and egress to and from Doyle Drive.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above.

In February, 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

The inter-regional nature of the US 101 North corridor make Doyle Drive a vital link with respect to job commutes and delivery of goods and service between North Bay counties and San Francisco as well as other destinations on the Peninsula. Therefore, maintaining the operational integrity of this vital link is essential to the Bay Area economy. This facility lies within the Presidio National Park, a former military installation, which is now a regional jobs and recreation destination with an increasing supply of housing. The Doyle Drive Replacement project would provide direct access to the Presidio from US 101 and as well as access to jobs and housing in other parts of San Francisco.

Project Risks

Scope: The Golden Gate Bridge District is pursuing adding a ramp to the Bridge Outlook area, which could result in the project scope being altered.

Schedule: The political nature of the project, residing within a National Park, along with a local agency desire to designate this project as a Design Build project, may alter the schedule.

Cost: Considering the scope and schedule risks mentioned above, there may be an increase to the cost. The Environmental Mitigation list is on-going for the National Park Service is on-going, and mitigation beyond what is currently anticipated may be required. In addition, full funding is not yet secured and this project will require other funding sources besides CMIA.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor-based and performance-driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure.

As part of the Doyle Drive Replacement project, Traffic Operations Systems (TOS) elements such as Closed Circuit Television cameras, Changeable Message Signs and vehicle detection stations would be installed. These elements would provide traffic monitoring, motorist information, incident management and a communications infrastructure allowing for an information linkage with other SMART Corridor projects already underway in San Francisco.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: San Francisco County Transportation Authority			**Fact Sheet Date:**	**01/16/07**
Contact Person	Leroy Saage			
Phone Number	415.522.4812; 714.536.6240 Direct	Fax Number	415.522.4829	
Email Address	Lee@Saage.net			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
San Francisco	4	0619A	163700	SF-991030	101 / 1	8.0 (US-101) 6.8 (SR-1)	9.8 (US-101) 7.1 (SR-1)

Legislative Districts	Senate: 03, 08	Congressional: 8, 12
	Assembly: 12, 13	
Implementing Agency (by component)	PA&ED: SFCTA	PS&E: SFCTA
	R/W: SFCTA	CON: Caltrans
Project Title	**US-101 South Access to Golden Gate Bridge - Doyle Drive Replacement**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

In the City and County of San Francisco, on Doyle Drive near Golden Gate Bridge from Merchant Road, just south of the Golden Gate Bridge Toll Plaza, to the intersections of Richardson Avenue and Francisco Street, and Marina Boulevard and Lyon Street-Construct a new roadway to replace the existing six-lane Doyle Drive portion of Route 101 to meet the current seismic, structural, and safety standards and operational needs. Provide access to the Presidio of San Francisco.

Description of Major Project Benefits

Doyle Drive provides access to the only direct connection between San Francisco and Marin Counties. Originally built in 1936, Doyle Drive is approaching the end of its useful life. The project would improve the seismic, structural, and traffic safety of this section of Route 1, as well as alleviate existing and projected congestion along this corridor. The project would also provide context-sensitive improvements for the Presidio, located within the Golden Gate National Recreation Area.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		1993
Notice of Preparation	Document Type:	EIR/EIS
Begin Circulation of Draft Environmental Document		Dec-05
Final Approval of Environmental Document		May-07
Completion of plans, specifications, and estimates		Dec-09
Right-of-way certfication		Apr-10
Ready for advertisement		May-10
Construction contract award		Aug-10
Construction contract acceptance		Dec-14

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 16-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Francisco	4	0619A	163700	SF-991030
Project Title:	US-101 South Access to Golden Gate Bridge - Doyle Drive Replacement			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	23,855	0	0	0	0	0	0	23,855
PS&E	0	12,194	18,569	0	0	0	0	30,763
R/W SUP (CT) *	0	4,000	0	0	0	0	0	4,000
CON SUP (CT) *	0	0	0	5,000	26,375	10,000	0	41,375
R/W	0	0	35,973	0	0	0	0	35,973
CON	0	0	0	0	674,034	0	0	674,034
TOTAL	23,855	16,194	54,542	5,000	700,409	10,000	0	810,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E		3,625	10,000					13,625
R/W SUP (CT) *		4,000						4,000
CON SUP (CT) *					6,375			6,375
R/W								0
CON					151,000			151,000
TOTAL	0	7,625	10,000	0	157,375	0	0	175,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source: Traffic Congestion Relief Program (State)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	9,000							9,000
PS&E		3,000	3,000					6,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	9,000	3,000	3,000	0	0	0	0	15,000

Funding Source: PLH Funds (Federal)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	8,192							8,192
PS&E		625	625					1,250
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	8,192	625	625	0	0	0	0	9,442

Funding Source: High Priority (Federal)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	5,600							5,600
PS&E		475	475					950
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W			7,450					7,450
CON								0
TOTAL	5,600	475	7,925	0	0	0	0	14,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 16-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Francisco	4	0619A	163700	SF-991030
Project Title:	US-101 South Access to Golden Gate Bridge - Doyle Drive Replacement			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: State Transportation Improvement Program - RIP - Existing

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E		2,500	2,500					5,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W			12,101					12,101
CON								0
TOTAL	0	2,500	14,601	0	0	0	0	17,101

Funding Source: Prop K Sales Tax Measure (Local)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	1,063							1,063
PS&E		1,969	1,969					3,938
R/W SUP (CT) *								0
CON SUP (CT) *				5,000		10,000		15,000
R/W								0
CON					79,727			79,727
TOTAL	1,063	1,969	1,969	5,000	79,727	10,000	0	99,728

Funding Source: State Transportation Improvement Program - RIP - New (San Francisco)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *					20,000			20,000
R/W								0
CON					34,000			34,000
TOTAL	0	0	0	0	54,000	0	0	54,000

Funding Source: SHOPP - New

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON					375,000			375,000
TOTAL	0	0	0	0	375,000	0	0	375,000

Funding Source: Future Federal/Other Local Funds

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W			16,422					16,422
CON					34,307			34,307
TOTAL	0	0	16,422	0	34,307	0	0	50,729

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, SCHEDULE, AND BENEFITS

SF 101 – SOUTH ACCESS TO GOLDEN GATE BRIDGE: DOYLE DRIVE REPLACEMENT

- **Project Scope**
  - The project scope was developed from the following document:
    - Draft Project Report, EA 04-163700, South Access to Golden Gate Bridge, Doyle Drive Replacement, approved 1-13-06.
    - Draft Environmental Impact Statement/Report, EA 04-163700, South Access to Golden Gate Bridge, Doyle Drive, approved 12-22-05.

- **Project Cost Estimate**
  - Costs used in this application are based on the documents mentioned above. The costs have been updated with the latest information, including savings through value analysis, and escalated to year of construction.

- **Project Schedule**
  - The schedule was developed based on the scope and anticipated durations for the activities to be completed. The Preferred Alternative has been selected and a Record of Decision is expected in mid-2007. In partnership with the San Francisco County Transportation Authority (SFCTA), a risk design process is being developed prior to the Final EIR/EIS. The SFCTA is also investigating a design-build process as an alternative; however, the normal design process will commence regardless.

- **Project Benefits:**
    - The project benefits are identified in the "Need and Purpose" section of scoping documents mentioned above.

- **Transportation 2030 Plan** for the San Francisco Bay Area – FINAL - February 2005 Appendix 1:

RTP (T2030) Project Description	Page	ID#
SF 101 – Reconstruct South Access to the Golden Gate Bridge: Doyle Drive to Broderick St	80	94089

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits)

- **Project Contingency Funding**
  - All attempts will be made to keep the project cost within budget. This project is also funded with local sales tax measure funds, SAFTEA-LU, ISTEA Demo, TCRP, and STIP (RIP). Cost increases, if any, will be covered through local sales tax measure funds or STIP (RIP).

District: 4

PROJECT: South Access to Golden Gate Bridge: Doyle Drive Replacement

Project # 13
EA: 163700
PPNO:

1A PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	4	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	5	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		6	7
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		45	45
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	1.2	1.2
	Affected Area	1.2	1.2

Average Daily Traffic			
	Current	83,149	
		w/o Project	w/ Project
	Base (Year 1)	87,074	87,074
	Forecast (Year 20)	105,716	105,716
Average Hourly HOV Traffic (if HOV lanes)			
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	460	174
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	1	0.01
Injury Accidents	41	0.38
Property Damage Only (PDO) Accidents	157	1.44

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.98	0.98
Percent Fatal Accidents	0.6%	0.6%
Percent Injury Accidents	26.0%	26.0%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	
2007-08	$ 50,000,000
2008-09	$ 78,000,000
2009-10	$ 170,500,000
2010-11	$ 170,500,000
2011-12	$ 170,500,000
2012-13	$ 170,500,000
After	
TOTAL	$ 810,000,000
Escalation Factor	3.5%

Weaving or TMS Safety Improvement set to 30% to reflect anticipated improvement

Default capacity reduced to 1,000 (arterial).

Project Location Map

US-101/I-580 Greenbrae Corridor Complex

January 10, 2007

CMIA PROJECT NARRATIVE

MARIN- US 101/580 Interchange in San Rafael

Travel Corridor Description

The US 101 North corridor extends 84-miles through the North Bay counties of Marin and Sonoma and is the principal north-south route in the coastal northwest between the San Francisco Bay Area and the State of Oregon. The US 101 Corridor is a lifeline for Northern California commuters and commerce, connecting San Francisco and the East Bay with Marin County and the rapidly growing Sonoma and Mendocino Counties. US 101 is included in California's Freeway and Expressway System and is identified by the State as both an Interregional Road System Route and Focus Route. US 101 supports the movement of goods and services between the Bay Area and the North Bay counties and provides residents and visitors with access to jobs, housing, parks and recreation, tourism and shopping.

The corridor facility is predominantly a six-lane freeway except for a four-lane, seven-mile expressway portion that straddles the Marin-Sonoma County line known as "the Narrows". Transit is provided by the Golden Gate Bridge, Highway Transit District (GGBHTD), which operates, bus and ferry service along the corridor. There is no regional or local rail service in the corridor. There are existing High Occupancy Vehicle (HOV) lanes in Marin County as far north as SR 37, and further north in Sonoma County near urbanized Santa Rosa however, the coverage is intermittent and there are several gaps in the HOV network. Along extensive portions of US 101 in the North Bay, there are no parallel arterials that can meaningfully serve as alternatives to the highway for vehicle trips. As such, US 101 is critical to the local distribution of goods and services throughout major portions of the North Bay.

Project Function

The proposed project will widen the westbound I-580 to northbound US 101 connector from one to two lanes. This project will also add an auxiliary lane on westbound I-580 leading to the Bellum Boulevard off-ramp and will reconstruct the Bellum overcrossing to address on-and off-ramp deficiencies leading to Bellum Boulevard.

Project Benefits

A. Operations and Safety

The US 101/580 Interchange project will improve traffic operations in the City of San Rafael by providing a two-lane connector to northbound US 101 from westbound I-580 and an auxiliary lane on I-580 leading to the Bellam Boulevard off-ramp. Regular backups occur on the existing single-lane connector, which is the primary access from the East Bay (via the Richmond-San Rafael Bridge) into Marin County.

B. Air Quality

Marin and Sonoma Counties are part of the San Francisco Bay Area Air Quality Basin. The Region currently meets the National attainment standards for Carbon Monoxide,

Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead however, does not meet the current State standards for Ozone, PM_{10} and $PM_{2.5}$. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality. As motorist travel times and speeds increase, significant reductions in air pollutant emissions will be attained.

In February 2005, the Metropolitan Transportation Commission (MTC) adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

US 101 is the primary transportation corridor serving employment, residential areas and commerce through the North Bay Area and is the only north-south transportation corridor through Sonoma County. The US 101/I-580 interchange acts as the primary entry point for travel between the East Bay and the North Bay Over the last 15 years, significant commercial, residential and tourism growth, have led to significant traffic increases along the corridor on weekdays as well as weekends..

As a commute corridor, US 101 is the main access route from Sonoma County to the many employment destinations in Marin and San Francisco Counties, the broader Peninsula and Silicon Valley. Much of the projected growth is expected to occur in Sonoma County. Within Sonoma County, an addition of approximately 10,000 new jobs between 2003 and 2015 is projected. Sonoma County jobs are expected to increase from the 2005 level of 224,270 to 321,000 jobs in 2030. The proposed project will add a connector lane and auxiliary lane thereby improving access to US 101 to address the growing needs of the Marin, Sonoma and Northern county businesses and major employers.

US 101 provides access to major recreational and tourist destinations within Marin and Sonoma Counties and beyond. Sonoma County has become a major tourist destination due to its growing wine industry. In addition to typical weekday congestion, weekend congestion continues to grow due to tourism and recreational trips to the Golden Gate National Recreational Area (GGNRA), Marin Headlands, Muir Woods, the Russian River, North Coast beaches, and Sonoma County wineries. The proposed project will support the growing tourist industry of the North Bay by providing congestion relief and reduced travel time to both recreational and tourist destinations.

The 101 Corridor is the primary regional link to California's north coastal area and the Oregon border serving as a significant goods movement corridor for Marin and Sonoma Counties. Trucks constitute 7% of the traffic volume within the corridor. Congestion during the peak periods significantly delays the on-time delivery of goods and services. This project will provide increased capacity in the mixed-use lanes, thereby facilitating improved truck traffic flow and the movement of goods. Improved reliability of goods

movement along the corridor will promote economic growth, sustain existing businesses and attract new investors to the North Bay.

Project Risks

A Project Study Report will be prepared for the project. Risks to scope, schedule and cost will be assessed at that time.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven transportation planning process, employing tested system management principles and strategies to maximize the efficiency of the existing transportation infrastructure. Corridor stakeholders have been identified and a consultant team has been selected to begin a detailed performance assessment. Preliminary analysis and recommended strategies are anticipated by Summer 2007. Additionally, the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA), in collaboration with the Mendocino Council of Governments have developed a draft Corridor System Management Plan that describes the history of corridor investments as well as identifies future needs to support the areas projected economic growth.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Transportation Authority of Marin (TAM)		**Fact Sheet Date:**	**01/11/07**
Contact Person	Dianne Steinhauser		
Phone Number	(415) 507-2680	Fax Number	(415) 507-2648
Email Address	dsteinhauser@tam.ca.gov		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Marin	4			MRN050001	580/101	3.3/9.9	4.8/11.1

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 3	Congressional: 6
	Assembly: 6	
Implementing Agency (by component)	PA&ED: TAM	PS&E: TAM
	R/W: TAM	CON: TAM
Project Title	**US-101/I-580 Interchange: Westbound I-580 to Northbound US-101 Auxiliary Lane**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Location: On I-580 from one mile east of Bellam Blvd. to US 101; and on US 101 from the San Quentin Wye (SQY) Interchange (US 101/Rte 580) to the Central San Rafael (2nd. Street) off-ramp. **Scope of Work:** Add auxiliary lane on Rte 580 before the Bellam Blvd off-ramp; provide a two lane connector from westbound Rte 580 to northbound US 101; modify on-ramp from Bellam Blvd to westbound Rte 580; reconstruct existing Bellam Blvd. Undercrossing structure; improve pedestrian and bicyclist facilities on Bellam Blvd; and add auxiliary lane on northbound US 101.

Description of Major Project Benefits

Proposed improvements will improve traffic operations on the westbound Rte 580 connector to US 101 and relief traffic queues on westbound Rte 580. The improvements will contribute to enhancing traffic operations and improving travel times within two highly-congestion corridors - US 101 and Rte 580; improve bicycles and pedestrians facilities; enhance mobility; and improve air quality.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		April-07
Notice of Preparation	Document Type: CE or IS/EA	NA
Begin Circulation of Draft Environmental Document		June-07
Final Approval of Environmental Document		January-08
Completion of plans, specifications, and estimates		July-08
Right-of-way certification		July-08
Ready for advertisement		January-09
Construction contract award		March-09
Construction contract acceptance		September-10

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Marin	4	0	0	MRN050001
Project Title:	US-101/I-580 Interchange: Westbound I-580 to Northbound US-101 Auxiliary Lane			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	1,300	0	0	0	0	0	1,300
PS&E	0	2,480	420	0	0	0	0	2,900
R/W SUP (CT) *	0	40	10	0	0	0	0	50
CON SUP (CT) *	0	0	0	2,100	0	0	0	2,100
R/W	0	0	450	0	0	0	0	450
CON	0	0	0	13,200	0	0	0	13,200
TOTAL	0	3,820	880	15,300	0	0	0	20,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		2,100						2,100
PS&E		1,680	420					2,100
R/W SUP (CT) *		40	10					50
CON SUP (CT) *				2,100				2,100
R/W			450					450
CON				13,200				13,200
TOTAL	0	3,820	880	15,300	0	0	0	20,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Marin	4	0	0	MRN050001
Project Title:	US-101/I-580 Interchange: Westbound I-580 to Northbound US-101 Auxiliary Lane			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

WESTBOUND 580 TO NORTHBOUND US 101 CONNECTOR IMPROVEMENTS

- **Project Sponsor:**
  - The Transportation Authority of Marin, TAM, is designated as the project sponsor.

- **Project Scope**
  - The scope of this project, to widen the connector from Westbound Interstate 580 to Northbound Highway 101, was included in the FEIS / FEIR approved December, 1999 for the Marin 101 HOV Lane Gap Closure Project. It was included in the approved February 2000 Project Report for the Marin 101 Gap Closure. The connector widening was not included in the fundable element of the Marin 101 Gap Closure due to lack of funds to build it at the time.
  - The project scope includes the following elements.
    - Add auxiliary lane on I-580 before the Bellam Blvd off-ramp from one half mile east of Bellam Blvd
    - Widen from one to two lanes the on-ramp connector to northbound US 101 from westbound I-580
    - Reconstruct existing I-580 Bellam Blvd Undercrossing structure to allow connector widening; improve safety for bicyclists and pedestrians at Bellam Blvd Undercrossing
    - Modify on-ramp from westbound I-580 to Bellam Blvd and from Bellam Blvd to westbound I-580
    - Continue the two lane I-580 to US 101 connector as a second auxiliary lane to the next interchange, the Central San Rafael off-ramp on northbound US 101.

- **Project Cost Estimate**
  - The project estimate was developed based on the following factors:
    - Construction Cost Estimate and Support Costs are in 2006 dollars and have been updated to reflect current costs.
    - Construction Cost Estimate includes 25% contingency
    - Construction cost is escalated @ 3.5% to mid construction.
    - Construction period is from 2009 to 2010
    - Construction Engineering and Management Costs are 16% of the Construction Capital Cost Estimate
    - Construction Engineering and Management Costs are escalated at 3.5% per year to 2009

- **Project Schedule**
  - The project schedule is based on the project having been included in the previously approved Final Environmental Impact Statement/Report of the Marin 101 HOV Lane Gap Closure project. The project will begin construction at the time the Gap Closure HOV Lane is opened on Highway 101, thereby addressing the substantial congestion that will remain on I-580 when the HOV lane on Highway 101 is opened.
  - The schedule assumes environmental work in the form of an Environmental Re-evaluation/ Addendum of Modifications to the Final Environmental Impact Statement/ Report. Caltrans supports this course of action. There are no affected resources in the project area nor is any additional right of way required; all right of way is in public ownership. The schedule assumes approximately six months for environmental clearance, one year for design activities, six months for processing the project for advertisement, and

approximately 18 months to construct. The project has received concurrence from the local jurisdiction, the City of San Rafael. The planned project schedule is as follows:

PAED	PS&E	ADVERTISE	BEGIN CONSTRUCTION	END CONSTRUCTION
January 2008	July 2008	Jan 2009	March 2009	September 2010

- **Project Benefits:**

  The proposed project will improve traffic operations on westbound I-580 connector to Northbound US 101 while relieving substantial traffic queues on Westbound I-580 in Marin County. The improvements will reduce travel times, enhance mobility and improve air quality. Less congestion often results in improved safety by reducing rear-end type accidents.

  (See Project Narrative for a detailed description of the project benefits)

- **Project Funding**
  - The overall Marin 101 HOV Lane Gap Closure project of which this connector is an element has $180 million currently invested in its completion. This includes over $50 million in regional federal Congestion Mitigation Air Quality, CMAQ, funds. It also includes $25 million in Marin County Measure A Transportation Sales Tax funds, and $5 million in federal earmark funds. CMIA funding being sought is complementary to the substantial local investment already made in the project.
  - The project has been escalated 3.5% annually to the midpoint of construction. Should the project cost increase, funding for the increase will be secured from future RTIP or local funding sources.

District: 4

PROJECT: US 101/I-580 Greenbrae Corridor Complex - Auxiliary lane

Project # 17a
EA:
PPNO:

1A PROJECT DATA

Type of Project		
Select project type from list	Auxiliary Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	1.5	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	5
Number of HOV Lanes		1	1
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	0.6	0.6
	Affected Area	1.0	1.0

Average Daily Traffic (one-way if aux. lane or off-ramp project)			
	Current	85,000	
		w/o Project	w/ Project
	Base (Year 1)	87,195	87,195
	Forecast (Year 20)	115,000	115,000
Average Hourly HOV Traffic (if HOV lanes)		900	900
Percent Traffic in Weave (if oper. improvement)		38.0%	41.0%
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	1350	595
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	0	0.00
Injury Accidents	15	0.27
Property Damage Only (PDO) Accidents	39	0.70

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.80	0.80
Percent Fatal Accidents	1%	1%
Percent Injury Accidents	36%	36%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	
2007-08	$ 382,000
2008-09	$ 88,000
2009-10	$ 1,530,000
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 2,000,000
Escalation Factor	3.5%

District: 4

PROJECT: US 101/I-580 Greenbrae Corridor Complex - 580 WB to 101 NB Connector

Project # 17b
EA:
PPNO:

1A PROJECT DATA

Type of Project		
Select project type from list	Freeway Connector	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	1.5	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	1	2
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	60	60
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	0.6	0.6
Affected Area	1.0	1.0

Average Daily Traffic		
Current	42,212	
	w/o Project	w/ Project
Base (Year 1)	42,592	42,592
Forecast (Year 20)	47,406	47,406
Average Hourly HOV Traffic (if HOV lanes)		
Percent Traffic in Weave (if oper. improvement)	38.0%	41.0%
Percent Trucks (include RVs, if applicable)	9%	9%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	0	0.00
Injury Accidents	15	0.54
Property Damage Only (PDO) Accidents	39	1.41

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.80	0.80
Percent Fatal Accidents	1%	1%
Percent Injury Accidents	36%	36%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

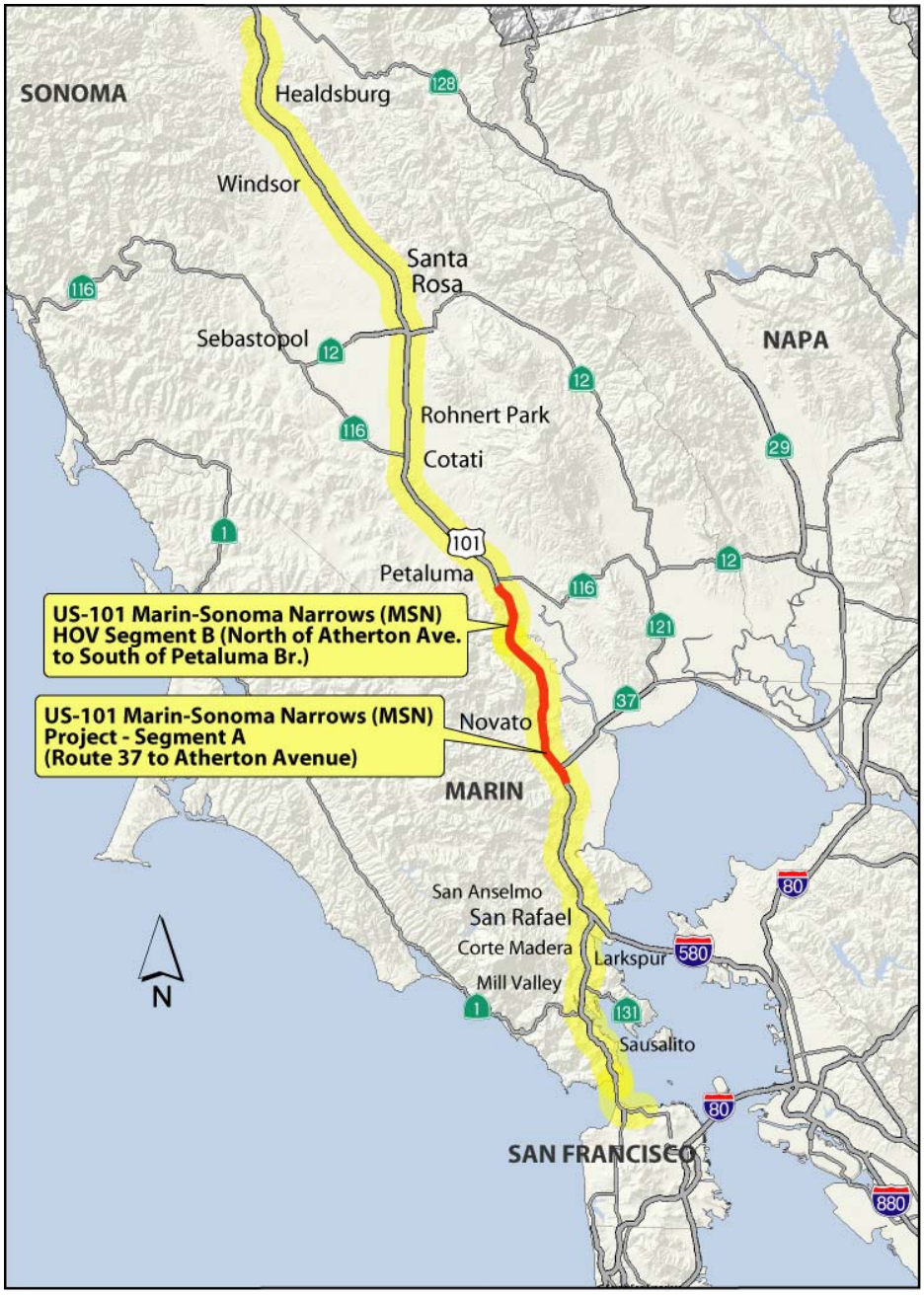
From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	$ 3,438,000
2008-09	$ 792,000
2009-10	$ 13,770,000
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 18,000,000
Escalation Factor	3.5%

Project Location Map

US-101 Marin-Sonoma Narrows:
HOV Lanes Extension from Atherton Avenue to South of the Petaluma River Bridge



January 10, 2007

CMIA PROJECT NARRATIVE

MARIN/SONOMA- US 101- Marin-Sonoma Narrows:
Segment A-State Route 37 to Atherton Avenue in Novato
Segment B-Atherton Avenue in Novato to State Route 116 in Petaluma

Travel Corridor Description

The US 101 – North corridor extends 84 miles through the North Bay counties of Marin and Sonoma and is the principal north-south route in the coastal northwest between the San Francisco Bay Area and the State of Oregon. This Corridor is a lifeline for Northern California commuters and commerce, connecting San Francisco and the East Bay with Marin County and rapidly growing Sonoma and Mendocino Counties. US 101 is included in California's Freeway and Expressway System and is identified by the State as both an Interregional Road System Route and Focus Route. US 101 supports the movement of goods and services between the Bay Area and the Northern States and provides residents and visitors with access to jobs, housing, parks and recreation, tourism and shopping.

The facility is predominantly a six-lane freeway except for a four-lane, 7-mile expressway portion that straddles the Marin-Sonoma County line known as "the Narrows". Transit is provided by the Golden Gate Bridge, Highway Transit District, which operates, bus and ferry service along the corridor. Along extensive portions of US 101 in the North Bay, there are no parallel arterials that can meaningfully serve as alternatives to the highway making this route critical to the movement of goods and services throughout the North Bay.

High Occupancy Vehicle (HOV) lanes have been in operation in Marin County since the mid-1980's, and currently operate in segments from Mill Valley to Larkspur and from San Rafael to Novato. The HOV lane gap between Larkspur and San Rafael is being closed with the construction of a new HOV segment which is expected to be completed by 2008. In Sonoma County, a short HOV lane segment has been in operation since 2002 in the southern part of Santa Rosa.

Project Function

The project proposed under this CMIA application would extend the HOV lanes from their existing northerly terminus at SR 37 in Novato an additional 13 miles to the north, ending just south of the junction with SR 116 in Petaluma. In addition, the project will upgrade the existing expressway portion of US 101 through the 7-mile "Narrows" section to full freeway standards. This expansion is part of the overall plan for the US 101 corridor to provide congestion relief by implementing continuous HOV lanes from north of Santa Rosa to the southern part of Marin County.

The proposal consists of two primary elements: The Narrows Segment A will add about 4 miles of HOV lanes in each direction from SR- 37 in southern Novato to Atherton Avenue in northern Novato. Segment B will add about 9 miles of HOV lanes from Atherton Avenue to just south of SR-116 in Petaluma. These projects are part of the three-segment Marin-Sonoma Narrows project (Segments A, B and C). Segment A will

adjoin the HOV lanes existing south of the project limits and connect to the HOV lanes proposed to the north for Segment B, resulting in a comprehensive HOV system in Marin and southern Sonoma County extending over 20 miles.

Project Benefits

A. Operations and Safety

The Marin-Sonoma Corridor is the second most congested in the Bay Area. Within the limits of Narrows Segments A and B, US 101 experiences an annual average daily traffic (AADT) volume of approximately 128,000 vehicles, 7% of which are trucks. The Narrows is the primary bottleneck for southbound traffic during the AM peak period and for northbound traffic during the PM peak period.

The Narrows Segments A and B project will encourage HOV use and improve mainline traffic operations. The addition of HOV lanes will increase the person-throughput of the facility by adding capacity, allowing eligible vehicles to bypass congestion and helping close existing HOV gaps. As a result, congestion will decrease and non-HOVs will also benefit. The completed projects will promote alternative transportation by offering substantial time savings to carpoolers and transit riders and will add traffic management capabilities to enable incident monitoring and traffic monitoring controls. These upgrades will significantly improve access to and enhance safety on the US 101 corridor.

Safety and operations will also be enhanced by upgrading the existing four-lane expressway to a freeway in Segment B. Upgrades provided by this project include new interchanges and frontage roads through the Narrows section, eliminating left turn lanes in the median, closing of over 80 direct private driveway accesses onto 101, and improve entrances and exits from the highway allowing drivers to safely accelerate and decelerate at on-and off-ramps.

B. Air Quality

Marin and Sonoma Counties are part of the San Francisco Bay Area Air Quality Basin. The Region currently meets the National attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead however, does not meet the current State standards for Ozone, PM_{10} and $PM_{2.5.}$ The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality. As motorist travel times and speeds increase, significant reductions in air pollutant emissions will be attained.

C. Access to Jobs, Housing, Markets, and Commerce

US 101 is the primary transportation corridor serving employment, residential areas and commerce through the North Bay Area and is the only north-south transportation corridor through Sonoma County. Over the last 15 years, significant commercial, residential and tourism growth, have led to significant traffic increases along the corridor on weekdays as well as weekends.

As a commute corridor, US 101 is the main access route from Sonoma County to the many employment destinations in Marin and San Francisco Counties, the broader Peninsula and Silicon Valley. Much of the projected growth is expected to occur in Sonoma County. Within Sonoma County, approximately 10,000 new jobs are projected between 2003 and 2015. The Narrows Project will add capacity in the form of HOV lanes, thereby significantly addressing the growing needs of the Marin, Sonoma and Northern county businesses and major employers.

Project Risks

The Marin-Sonoma Narrows HOV lane extension project has undergone nearly 10 years of project evaluation and environmental studies. In March 2007, the Draft Environmental Impact Statement /Report will be released for final public review and comment. Risks to cost, schedule and scope involve the need for timely review and approval of the environmental document and mitigation requirements by resource agencies, as well as issuance of permits. Other risks include right-of-way acquisition, utilities relocation, design changes due to new information, and geotechnical investigations or risk design before environmental approval. Execution of pertinent agreements and construction market volatility are additional risks. The capital cost estimate assumes a 3.5% per year escalation.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven transportation planning process, employing tested system management principles and strategies to maximize the efficiency of the existing transportation infrastructure. Corridor stakeholders have been identified and a consultant team has been selected to begin a detailed performance assessment. Preliminary analysis and recommended strategies are anticipated by Summer 2007. Additionally, the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA), in collaboration with the Mendocino Council of Governments have developed a draft Corridor System Management Plan that describes the history of corridor investments as well as identifies future needs to support the areas projected economic growth.

The Narrows Segments A and B projects will enhance existing devices and install new elements where gaps in ITS coverage exist. TOS elements will enable system management of corridor investments by facilitating improved incident management, congestion management and dissemination of motorist information by transmitting information to the Caltrans Traffic Management Center. In Marin County, existing investments in TOS equipment have been deployed at freeway junctions and major interchanges where there is recurrent congestion. Some of these elements include closed-circuit televisions (CCTV) cameras, changeable message signs (CMS), extinguishable message signs (EMS), Highway Advisory Radio (HAR) and Traffic Monitoring Stations. This project proposes to implement ramp metering at designated ramp locations. As future projects are programmed, there will be opportunities to install more TOS equipment in the corridor.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Transportation Authority of Marin			**Fact Sheet Date:**	**01/12/07**
Contact Person	Dianne Steinhauser			
Phone Number	(415) 507-2714	Fax Number	(415) 507-2648	
Email Address	dsteinhauser@tam.ca.gov			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Marin	4	A0360F	264000	MRN050034	101	MRN: R18.3	MRN: 22.4

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 3	Congressional: 6
	Assembly: 6	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US 101 Convert HOV Lanes in Novato - Marin-Sonoma Narrows Segment A (Route 37 Junction to North of Atherton Avenue)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

In Marin and Sonoma Counties, the Marin-Sonoma Narrows (MSN) Project extends 17 miles between SR-37 in Novato and Old Redwood Highway in Petaluma along a rural, largely undeveloped corridor. The project name derives from a narrowing of the existing facility from six to four lanes between north side of Novato and the south side of Petaluma. The MSN project area is divided into three segments: A, B, and C. Segment A is from SR-37 to Atherton Avenue in Novato. Segment B is from Atherton Avenue to north of SR-116 (East) in Petaluma. Segment C is from north of SR-116 (East) to Old Redwood Highway in Petaluma.

The proposed CMIA scope includes converting about 4 miles of existing mixed flow lanes to HOV lanes and adding auxiliary lanes beteween Route 37 junction and Delong Avenue.

Description of Major Project Benefits

This CMIA project provides a phased extension of the HOV lanes system in Marin County, improves operations and facilitates continuity with other potential HOV projects in Sonoma County.

Route 101 is the primary transportation corridor serving employment, commerce, and residential area of North Bay and is the only north-south corridor through Marin and Sonoma Counties. It also serves as the primary regional link to California's north coastal area and the Oregon border.

The MSN project upgrades to freeway the remaining expressway section on the corridor to improve the safety and operations and provides additional HOV lanes and capacity to reduce congestion, encourage carpooling and transit, and accommodate future growths of truck traffic, goods movement, and expanding economy.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Jan-99
Notice of Preparation	Document Type: EIR/EIS	
Begin Circulation of Draft Environmental Document		Mar-07
Final Approval of Environmental Document		Jul-08
Completion of plans, specifications, and estimates		Dec-09 (Assume risk design)
Right-of-way certification		Feb-09
Ready for advertisement		Apr-09
Construction contract award		Aug-09
Construction contract acceptance		Aug-11

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

Date: 12-Jan-07

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Marin	4	A0360F	264000	MRN050034
Project Title:	US 101 Convert HOV Lanes in Novato - Marin-Sonoma Narrows Segment A			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	500	0	0	0	0	0	500
PS&E	0	2,500	0	0	0	0	0	2,500
R/W SUP (CT) *	0	300	0	0	0	0	0	300
CON SUP (CT) *	0	0	0	2,900	0	0	0	2,900
R/W	0	0	2,900	0	0	0	0	2,900
CON	0	0	0	20,900	0	0	0	20,900
TOTAL	0	3,300	2,900	23,800	0	0	0	30,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		500						500
PS&E		2,500						2,500
R/W SUP (CT) *		300						300
CON SUP (CT) *				2,900				2,900
R/W			2,900					2,900
CON				20,900				20,900
TOTAL	0	3,300	2,900	23,800	0	0	0	30,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 12-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Marin	4	A0360F	264000	MRN050034
Project Title:	US 101 Convert HOV Lanes in Novato - Marin-Sonoma Narrows Segment A			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 12-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Marin	4	A0360F	264000	MRN050034
Project Title:	US 101 Convert HOV Lanes in Novato - Marin-Sonoma Narrows Segment A			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed) - EARMARK (New)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Transportation Authority of Marin			**Fact Sheet Date: 01/11/07**
Contact Person	Dianne Steinhauser		
Phone Number	(415) 507-2714	Fax Number	(415) 507-2648
Email Address	dsteinhauser@tam.ca.gov		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Marin/Sonoma	4	A0360F/ B0360F	264000	MRN050034/SON010002	101	MRN: R18.3 SON: 0.0	MRN: 27.7 SON: 7.5

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 3	Congressional: 6
	Assembly: 6	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101 Marin-Sonoma Narrows HOV Segment B (North of Atherton Ave. to South of Petaluma Br.)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

In Marin and Sonoma Counties, the Marin-Sonoma Narrows (MSN) Project extends 17 miles between SR-37 in Novato and Old Redwood Highway in Petaluma along a rural, largely undeveloped corridor. The project name derives from a narrowing of the existing facility from six to four lanes between north side of Novato and the south side of Petaluma. The MSN project area is divided into three segments: A, B, and C. Segment A is from SR-37 to Atherton Avenue in Novato. Segment B is from Atherton Avenue to north of SR-116 (East) in Petaluma. Segment C is from north of SR-116 (East) to Old Redwood Highway in Petaluma.

The proposed CMIA scope for Segment B extends about 7 miles from north of Atherton Avenue to south of Petaluma Bridge to upgrade the existing 4-lane expressway to the 6-lane freeway for HOV and construct new interchanges, frontage roads, and pedestrian/bicycle facilities.

Description of Major Project Benefits

Route 101 is the primary transportation corridor serving employment, commerce, and residential area of North Bay and is the only north-south corridor through Marin and Sonoma Counties. It also serves as the primary regional link to California's north coastal area and the Oregon border.

The MSN project upgrades to freeway the remaining expressway section on the corridor to improve the safety and operations and provides additional HOV lanes and capacity to reduce congestion, encourage carpooling and transit, and accommodate future growths of truck traffic, goods movement, and expanding economy.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Marin is committing $35 million in new RTIP funding and Sonoma is committing $17 million in new RTIP funding to the Marin-Sonoma Narrows Segment B (North of Atherton Avenue to South of Petaluma Bridge) project.
The Transportation Authority of Marin, TAM, along with the Sonoma County Transportation Authority, SCTA, have worked cooperatively in the past with our Congressional representatives, particularly Congresswoman Lynn Woolsey and Senator Barbara Boxer to secure a substantial high priority project earmark in SAFETEA-LU for the Marin Sonoma Narrows, as well as annual appropriations to support ongoing development of the project. In consultation with Congresswoman Lynn Woolsey's office, TAM and SCTA are confident that federal earmark funding similar to previous commitment levels can be secured in the future for the successful completion of the Narrows. TAM and SCTA will continue to coordinate this need through our Congressional representatives.

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Jan-99
Notice of Preparation	Document Type: EIR/EIS	
Begin Circulation of Draft Environmental Document		Mar-07
Final Approval of Environmental Document		Jul-08
Completion of plans, specifications, and estimates		Jul-10
Right-of-way certification		Jul-11
Ready for advertisement		Sep-11
Construction contract award		Dec-11
Construction contract acceptance		Dec-14

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Marin/Sonoma	4	A0360F/ B0360F	264000	MRN050034/SON010002
Project Title:	US-101 Marin-Sonoma Narrows HOV Segment B (North of Atherton Ave. to South of Petaluma Br.)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	21,500	0	0	0	0	0	0	21,500
PS&E	0	5,650	15,750	0	0	0	0	21,400
R/W SUP (CT) *	0	0	3,700	0	0	0	0	3,700
CON SUP (CT) *	0	0	0	0	0	33,300	0	33,300
R/W	0	0	0	0	47,200	0	0	47,200
CON	0	0	0	0	0	221,900	0	221,900
TOTAL	21,500	5,650	19,450	0	47,200	255,200	0	349,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E			3,000					3,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W					30,892			30,892
CON						106,108		106,108
TOTAL	0	0	3,000	0	30,892	106,108	0	140,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	RTIP - Existing $2.2 M Marin and $2.2 M Sonoma							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E			4,400					4,400
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	4,400	0	0	0	0	4,400

Funding Source:	ITIP - IIP							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	12,800							12,800
PS&E			1,400					1,400
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W					2,400			2,400
CON								0
TOTAL	12,800	0	1,400	0	2,400	0	0	16,600

Funding Source:	DEMO - TEA21							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	3,100							3,100
PS&E		5,650						5,650
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	3,100	5,650	0	0	0	0	0	8,750

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

Date: 11-Jan-07

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Marin/Sonoma	4	A0360F/ B0360F	264000	MRN050034/SON010002
Project Title:	US-101 Marin-Sonoma Narrows HOV Segment B (North of Atherton Ave. to South of Petaluma Br.)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: TCRP

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	5,600							5,600
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	5,600	0	0	0	0	0	0	5,600

Funding Source: MEASURE M - Sonoma

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON						7,092		7,092
TOTAL	0	0	0	0	0	7,092	0	7,092

Funding Source: SAFETEA-LU HPP - Marin

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E			5,116					5,116
R/W SUP (CT) *			3,700					3,700
CON SUP (CT) *								0
R/W					4,346			4,346
CON								0
TOTAL	0	0	8,816	0	4,346	0	0	13,162

Funding Source: SAFETEA-LU HPP - Sonoma

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W					9,562			9,562
CON								0
TOTAL	0	0	0	0	9,562	0	0	9,562

Funding Source: APPROPRIATION - Marin ($842K) and Sonoma ($992K)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E			1,834					1,834
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	1,834	0	0	0	0	1,834

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Marin/Sonoma	4	A0360F/ B0360F	264000	MRN050034/SON010002
Project Title:	US-101 Marin-Sonoma Narrows HOV Segment B (North of Atherton Ave. to South of Petaluma Br.)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: STIP-RIP - NEW - Marin

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON						35,000		35,000
TOTAL	0	0	0	0	0	35,000	0	35,000

Funding Source: STIP-RIP - NEW - Sonoma

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON						17,000		17,000
TOTAL	0	0	0	0	0	17,000	0	17,000

Funding Source: STIP-IIP (New)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON						50,000		50,000
TOTAL	0	0	0	0	0	50,000	0	50,000

Funding Source: Future Federal Earmark / Other Local

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *						33,300		33,300
R/W								0
CON						6,700		6,700
TOTAL	0	0	0	0	0	40,000	0	40,000

Additional Funding Needs (funding needs not yet committed) - EARMARK (New)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, SCHEDULE, AND BENEFITS

US 101 HOV LANES – NARROWS PHASE B

- **Project Scope**
  - The scope of this project was developed based on the January 1999 approved Project Study Report (*On Route 101 from 1.5KM North of Atherton Avenue Overcrossing in Novato to the Route 101/116 Separation and Overhead in Petaluma)* and August 2001 approved Project Study Report *(On Route 101 between Route 116 East and Old Redwood Highway in Sonoma County).* The project scope included the following elements.
    - Upgrade the existing 4-lane expressway to the 6-lane freeway for HOV from north of Atherton Avenue to south of Petaluma Bridge
    - Construct new interchanges, frontage roads, and pedestrian/bicycle facilities

- **Project Cost Estimate**
  - This project is currently in the environmental phase. The project estimate was developed based on the following factors.
    - Construction Cost Estimate and Support Costs are in escalated dollars
    - Construction Cost Estimate includes 16% contingency
    - Construction Costs are escalated at 3.5% per year to the middle of the construction period (2013)
    - Construction Engineering and Management Costs are 15% of the Construction Cost Estimate

- **Project Schedule**
  - This project is currently in the environmental phase. The project schedule is as follows:

    PAED: August 2009
    PS&E: January 2011
    RTL: March 2012
    Begin Construction: July 2012
    End Construction: February 2015

- **Project Benefits**
  - The project benefits were derived from the following documents:
    - Approved Project Study Reports

- **Transportation 2030 Plan for the San Francisco Bay Area** – FINAL – February 2005

RTP (T2030) PROJECT DESCRIPTION	PAGE	ID#
Mrn 101 – Widen US 101 from Route 37 to the Sonoma County line from 4 lanes to 6 lanes (including 2 HOV lanes) and convert some highway sections to freeway standards	98	98154
Son 101- Widen US 101 (adding and HOV lane in each direction from the Marin/Sonoma County line north to Old Redwood Highway in Petaluma, and convert some highway sections from expressway to freeway	122	98147

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits.)

- **Project Contingency Funding**
  - The preliminary project cost estimate is based on the current scope with 16% contingency. Future cost increases are anticipated to be funded by future federal, STIP, and local fund sources.

- **Project Funding Plan**

  - The proposed project funding plan reflects the combination of federal, STIP, TCRP, local sales tax measure, and CMIA funds. This proposed plan would further the objectives of the CMIA program by ultimately delivering additional improvements and congestion relief earlier than planned. See attached Funding Plan.

District: 4

PROJECT: US 101 HOV Lanes - Narrows Phase A (SR 37 to Atherton Ave)

Project # 16
EA: 264000
PPNO: 360F

1A PROJECT DATA

Type of Project
Select project type from list: General Highway

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 3 years

Length of Peak Period(s) (up to 8 hrs): Existing 3 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		6	6
Number of HOV Lanes		0	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		55	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.0	3.0
	Affected Area	3.0	3.0

Average Daily Traffic			
	Current	128,000	
		w/o Project	w/ Project
	Base (Year 1)	129,716	129,716
	Forecast (Year 20)	140,586	140,586
Average Hourly HOV Traffic (if HOV lanes)		1,500	1,500
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		7.0%	7.0%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	1	0.00
Injury Accidents	57	0.14
Property Damage Only (PDO) Accidents	83	0.20

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	0.39	0.39
Percent Fatal Accidents	1.5%	1.5%
Percent Injury Accidents	33.8%	33.8%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	$ 10,000,000
2009-10	$ 10,000,000
2010-11	$ 10,000,000
2011-12	
2012-13	
After	
TOTAL	$ 30,000,000
Escalation Factor	3.5%

District: 4

PROJECT: US 101 HOV Lanes - Narrows Phase B (Atherton Road to SR 116)

Project # 15
EA: 264000
PPNO: 360F

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	4	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	3.0	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		0	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		55	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	8.3	8.3
	Affected Area	8.3	8.3

Average Daily Traffic			
	Current	128,000	
		w/o Project	w/ Project
	Base (Year 1)	130,189	130,189
	Forecast (Year 20)	140,586	140,586
Average Hourly HOV Traffic (if HOV lanes)		1,500	1,500
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		7.0%	7.0%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	5	0.00
Injury Accidents	228	0.20
Property Damage Only (PDO) Accidents	325	0.28

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	0.65	0.65
Percent Fatal Accidents	3.6%	1.5%
Percent Injury Accidents	43.6%	33.8%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

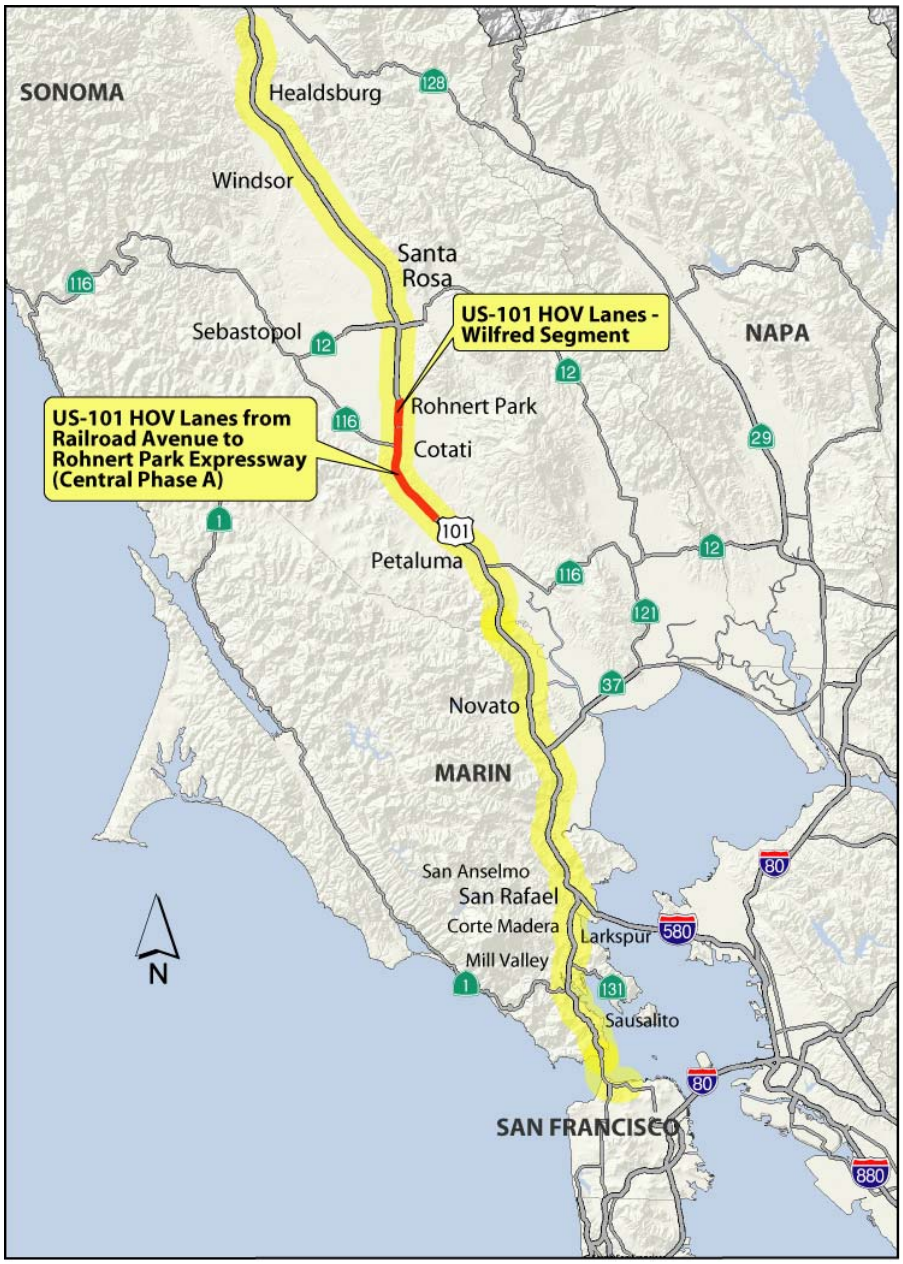
From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	$ 87,250,000
2011-12	$ 87,250,000
2012-13	$ 87,250,000
After	$ 87,250,000
TOTAL	$ 349,000,000
Escalation Factor	3.5%

Project Location Map

US-101 HOV Lanes Extension South of Santa Rosa
From Railroad Ave in Rohnert Park to Santa Rosa Ave



January 10, 2007

CMIA PROJECT NARRATIVE

SONOMA US 101-HOV Extension Projects:
Central Phase A-Railroad Ave. in Cotati to Rohnert Park Expwy. in Rohnert Park
Wilfred Phase- Santa Rosa Ave in Santa Rosa to Rohnert Park Expwy. in Rohnert Park

Travel Corridor Description

The US 101 – North corridor extends 84-miles through the North Bay counties of Marin and Sonoma and is the principal north-south route in the coastal northwest between the San Francisco Bay Area and the State of Oregon. The 101 Corridor is a lifeline for Northern California commuters and commerce, connecting San Francisco with Marin County and the rapidly growing Sonoma and Mendocino Counties. US 101 is included in California's Freeway and Expressway System and is identified by the State as both an Interregional Road System Route and Focus Route. US 101 supports the movement of goods and services between the Bay Area and the Northern States and provides residents and visitors with access to jobs, housing, parks and recreation, tourism and shopping.

The facility is predominantly a six-lane freeway except for a four-lane, 7-mile expressway portion that straddles the Marin-Sonoma County line known as "the Narrows". Transit is provided by the Golden Gate Bridge, Highway Transit District (GGBHTD), which operates, bus and ferry service along the corridor. There is no regional or local rail service. Along extensive portions of US 101 in the North Bay, there are no parallel arterials that can meaningfully serve as alternatives to the highway.

High Occupancy Vehicle (HOV) lanes have been in operation in Marin County since the mid-1980'sand currently operate in segments from Mill Valley to Larkspur and from San Rafael to Novato. The HOV lane gap between Larkspur and San Rafael is being closed with the construction of a new HOV segment which is expected to be complete in 2008. In Sonoma County, a short 4-mile HOV lane segment has been in operation since 2002 in the southern part of Santa Rosa.

Project Function

The projects proposed under this CMIA application would extend the HOV lanes in Sonoma County from their existing southerly terminus at Santa Rosa Avenue an additional 5 miles to the south, ending at Railroad Avenue. This expansion is part of the overall plan for the US 101 corridor to provide congestion relief by implementing continuous HOV lanes from southern Marin County and the Town of Windsor in Sonoma County.

The proposal consists of two primary elements: The Central Phase A project will add about 3 miles of HOV lanes in each direction from Railroad Avenue in Cotati to Rohnert Park Expressway in Rohnert Park. The Wilfred Phase will add about 2 miles of HOV lanes between Rohnert Park Expressway and Santa Rosa Avenue in Santa Rosa. These projects are part of the three-phase Sonoma County HOV Lane Extension project (Wilfred Phase, North Phases A & B, and Central Phases A & B) to extend the HOV

network from Petaluma, 22miles to the Town of Windsor. The proposed project will serve to alleviate existing and projected congestion along this corridor, as well as upgrade the facility to improve safety and meet operational requirements.

Project Benefits

A. Operations and Safety

The addition of HOV lanes will reduce congestion by adding capacity and increasing the person-throughput of the facility. Traffic conditions along the US 101 corridor in Marin and Sonoma Counties have become increasingly congested due to escalating regional growth, resulting in this corridor becoming the second most congested in the Bay Area. Within the limits of these projects, US 101 experiences average annual daily traffic (AADT) volumes of as high as 100,000 vehicles. Truck traffic accounts for nearly 7% of the peak hour traffic volume.

The Central Phase A and Wilfred Phase projects will encourage HOV use and improve mainline traffic operations. These improvements will decrease congestion and promote alternative transportation by offering timesavings to carpoolers and transit riders. Safety will be improved with the addition of auxiliary lanes and shoulder improvements where needed. Additionally, traffic management capabilities will be added to enable incident and traffic monitoring controls. These upgrades will significantly improve access to and enhance safety on the US 101 corridor.

B. Air Quality

Marin and Sonoma Counties are part of the San Francisco Bay Area Air Quality Basin. The Region currently meets the National attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead however, does not meet the current State standards for Ozone, PM_{10} and $PM_{2.5}$. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality. As motorist travel times and speeds increase, significant reductions in air pollutant emissions will be attained.

C. Access to Jobs, Housing, Markets, and Commerce

US 101 is the primary transportation corridor serving the employment and residential areas of the North Bay and is the only north-south transportation corridor through Sonoma County. As a commute corridor, it is the main access route from Sonoma County to the many employment destinations in Marin County and San Francisco. Within Sonoma County, Santa Rosa is also attracting commute trips due to its commercial and employment growth. An addition of approximately 10,000 new jobs between 2003 and 2015 is projected. The Central Phase A and Wilfred Phase project will add capacity in the form of HOV and auxiliary lanes thereby significantly addressing the growing needs of the Marin, Sonoma and Northern county businesses and major employers.

US 101 provides access to major recreational and tourist destinations within Marin and Sonoma Counties and beyond. Due to its growing wine industry, Sonoma County has become a major tourist destination. In addition to typical weekday congestion, weekend

congestion continues to grow due to tourism and recreational trips to the Golden Gate National Recreational Area (GGNRA), Marin Headlands, Muir Woods, the Russian River, North Coast beaches, and Sonoma County wineries.

The corridor also serves as the primary regional freight link to California's north coastal area and the Oregon border and as such is a significant goods movement corridor serving Marin and Sonoma Counties. Trucks constitute 7% of the traffic volume within the limits of these projects and congestion during the peak periods significantly delays the on-time delivery of goods and services. This project will provide increased capacity, thereby improving truck traffic flow and the movement of goods. Improved reliability of goods movement along the corridor will promote economic growth, sustain existing businesses and attract new investors to the North Bay.

Project Risks

There are schedule and funding issues involving right-of-way certification. The SCTA is addressing a shortfall in right of way funding. The right-of-way agreement also must be processed in a timely manner in order to start the right-of-way acquisition. Complex staging projects such as this project typically result in escalated costs; however; the advanced state of design (65%) has likely identified most of the costs associated with construction staging. Finally, fluctuations in the cost of construction materials may have impacts on the cost.

Corridor System Management Plan / Preserving Mobility Gains

The California Department of Transportation District 4 (Caltrans D4) and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven transportation planning process, employing tested system management principles and strategies to maximize the efficiency of the existing transportation infrastructure. Corridor stakeholders have been identified and a consultant team has been selected to begin a detailed performance assessment. Preliminary analysis and recommended strategies are anticipated by Summer 2007. Additionally, the Transportation Authority of Marin and the Sonoma County Transportation Authority, in collaboration with the Mendocino Council of Governments have developed a draft Corridor System Management Plan that describes the history of corridor investments as well as identifies future needs to support the areas projected economic growth.

The Central Phase A and Wilfred Phase projects will enhance existing devices and install new elements where gaps in ITS coverage exist. TOS elements, such as Closed-Circuit Televisions (CCTV), Changeable Message Signs (CMS), Extinguishable Message Signs (EMS), Highway Advisory Radios (HAR) and Traffic Monitoring Stations (TMS), will enable system management of corridor investments by facilitating improved incident management and dissemination of motorist information by transmitting information to the Caltrans Traffic Management Center. These projects also propose to implement ramp metering at designated ramp locations. As future projects are programmed, there will be opportunities to install more TOS equipment in the corridor.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Sonoma County Transportation Authority		**Fact Sheet Date:**	**01/11/07**
Contact Person	Guy Preston		
Phone Number	707-565-5377	Fax Number	707-565-5370
Email Address	gpreston@sctainfo.org		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Sonoma	4	0781E	129650	SON950005	101	13.9	15.5

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 3	Congressional: 6
	Assembly: 6	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101 HOV Lanes - Wilfred Segment**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

On U.S. 101 in Rohnert Park, south of Wilfred Avenue to Santa Rosa Avenue. The project proposes to widen U.S. 101 from 4 to 6 lanes to extend high occupancy vehicle (HOV) lanes for about 1.6 miles just north of the Rohnert Park Expressway overcrossing to Santa Rosa Avenue overcrossing in Sonoma County, construct a new undercrossing underneath U.S. 101 to connect Wilfred Avenue to Golf Course Drive, and add an auxiliary lane.

Description of Major Project Benefits

The project increases capacity to reduce current and projected congestion, extends HOV lanes to encourage carpooling and transit, and adds an auxiliary lane and new local connections to improve safety and operation.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Jul-91
Notice of Preparation	Document Type: IS/EA	Oct-99
Begin Circulation of Draft Environmental Document		Jun-04
Final Approval of Environmental Document		Dec-06
Completion of plans, specifications, and estimates		Dec-07
Right-of-way certification		Aug-08
Ready for advertisement		Sep-08
Construction contract award		Dec-08
Construction contract acceptance		Dec-11

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Sonoma	4	0781E	129650	SON950005
Project Title:	US-101 HOV Lanes - Wilfred Segment			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	3,900	0	0	0	0	0	0	3,900
PS&E	3,600	0	0	0	0	0	0	3,600
R/W SUP (CT) *	840	0	0	0	0	0	0	840
CON SUP (CT) *	0	0	7,200	0	0	0	0	7,200
R/W	5,600	0	0	0	0	0	0	5,600
CON	0	0	62,500	0	0	0	0	62,500
TOTAL	13,940	0	69,700	0	0	0	0	83,640

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *			2,200					2,200
R/W								0
CON			40,800					40,800
TOTAL	0	0	43,000	0	0	0	0	43,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	State Transportation Improvement Plan (STIP) - RIP - Existing							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	3,157							3,157
PS&E	3,350							3,350
R/W SUP (CT) *	700							700
CON SUP (CT) *			5,000					5,000
R/W	1,100							1,100
CON			5,000					5,000
TOTAL	8,307	0	10,000	0	0	0	0	18,307

Funding Source:	State Transportation Improvement Plan (STIP) - GF RIP							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	743							743
PS&E	250							250
R/W SUP (CT) *	140							140
CON SUP (CT) *								0
R/W	1,200							1,200
CON								0
TOTAL	2,333	0	0	0	0	0	0	2,333

Funding Source:	Local Fund							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W	3,300							3,300
CON			16,700					16,700
TOTAL	3,300	0	16,700	0	0	0	0	20,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Sonoma	4	0781E	129650	SON950005
Project Title:	US-101 HOV Lanes - Wilfred Segment			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Sonoma County Transportation Authority			**Fact Sheet Date: 01/11/07**
Contact Person	Guy Preston		
Phone Number	(707) 565-5377	Fax Number	(707) 565-5370
Email Address	gpreston@sctainfo.org		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Sonoma	4	775	0A1800	SON010024	101	10.6	13.9

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 3	Congressional: 6
	Assembly: 6	
Implementing Agency (by component)	PA&ED: SCTA	PS&E: SCTA
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101 HOV Lanes from Railroad Avenue to Rohnert Park Expressway (Central Phase A)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

US 101 between Railroad Avenue and Rohnert Park Expressway in Rohnert Park (Central Phase A): Reduce recurrent congestion on Highway 101, improve access and circulation between Route 116 and Highway 101, and upgrade facility to current standards.

Description of Major Project Benefits

Completes 3.3 miles of the HOV Master Plan; reduces recurrent congestion; encourages carpooling and transit ridership; reduces emmissions; improve safety. Widen from 4 to 6 lanes for High Occupancy Vehicle Lanes; Adds HOV lanes in both directions, adds auxiliary lanes, vertical curve correction, vertical clearance correction, sight distance improvements, clear recovery zone improvements, standard shoulders. Project adds ITS elements, including ramp metering.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		December-01
Notice of Preparation	Document Type:	Environmental Assessment/Draft Environmental Impact Report
Begin Circulation of Draft Environmental Document		Aug-06
Final Approval of Environmental Document		May-07
Completion of plans, specifications, and estimates		Feb-08
Right-of-way certfication		Nov-08
Ready for advertisement		Dec-08
Construction contract award		Apr-09
Construction contract acceptance		Dec-11

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Sonoma	4	775	0A1800	SON010024
Project Title:	US-101 HOV Lanes from Railroad Avenue to Rohnert Park Expressway (Central Phase A)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	3,500	0	0	0	0	0	0	3,500
PS&E	10,000	0	0	0	0	0	0	10,000
R/W SUP (CT) *	750	0	0	0	0	0	0	750
CON SUP (CT) *	0	0	9,300	0	0	0	0	9,300
R/W	9,700	0	0	0	0	0	0	9,700
CON	0	0	77,000	0	0	0	0	77,000
TOTAL	23,950	0	86,300	0	0	0	0	110,250

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *			4,300					4,300
R/W								0
CON			38,548					38,548
TOTAL	0	0	42,848	0	0	0	0	42,848

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	State Transportation Improvement Program - RIP - Existing							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	3,000							3,000
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *			5,000					5,000
R/W								0
CON			31,402					31,402
TOTAL	3,000	0	36,402	0	0	0	0	39,402

Funding Source:	Sonoma County Tax Measure M							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	500							500
PS&E	10,000							10,000
R/W SUP (CT) *	750							750
CON SUP (CT) *								0
R/W	9,700							9,700
CON			7,050					7,050
TOTAL	20,950	0	7,050	0	0	0	0	28,000

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Sonoma	4	775	0A1800	SON010024
Project Title:	US-101 HOV Lanes from Railroad Avenue to Rohnert Park Expressway (Central Phase A)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, SCHEDULE, AND BENEFITS

US 101 HOV LANES - WILFRED

- **Project Scope**
  - The scope of this project was developed based on the 1991 approved Project Study Report and August 2004 approved Draft Project Report. The project scope included the following elements.
    - Widen US 101 to accommodate 1.6 miles of HOV lanes in each direction from within the vicinity of Wilfred Avenue
    - Add one northbound auxiliary lane
    - Augment an existing park and ride lot
    - Install ITS elements, including ramp metering

- **Project Cost Estimate**
  - This project is currently in the design. The PS&E is 65% complete. The project estimate was developed based on the following factors.
    - Construction Cost Estimate and Support Costs are in escalated dollars
    - Construction Cost Estimate includes 10% contingency
    - Construction Costs are escalated at 3.5% per year to the middle of the construction period (2010)
    - Construction Engineering and Management Costs are 10% of the Construction Cost Estimate

- **Project Schedule**
  - This project is currently in the design phase. The PS&E is 65% complete. The project schedule is as follows:

PAED:	December 2006
PS&E:	December 2007
RTL:	August 2008
Begin Construction:	December 2008
End Construction:	December 2011

- **Project Benefits:**
  - The project benefits were derived from the following documents:
    - Approved Project Study Report
    - Approved Draft Project Report and associated technical documents
    - Transportation 2030 Plan for the San Francisco Bay Area – FINAL – February 2005

RTP (T2030) PROJECT DESCRIPTION	PAGE	ID#
Son 101 Widen US 101 for HOV lanes (one in each direction from Rohnert Park Expressway to Santa Rosa Avenue, includes interchange improvements and ramp metering)	122	22655

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits.)

- **Project Contingency Funding**
  - The project cost estimate was developed based on the current scope with a 10% contingency. Future cost increase are anticipated to be funded by future federal, STIP, and local fund sources.

- **Project Funding Plan**
  - The proposed project funding plan reflects the combination of federal, STIP, local sales tax measure, and CMIA funds. This proposed plan would further the objectives of the CMIA program by ultimately delivering additional improvements and congestion relief earlier than planned. See attached Funding Plan.

District: 4

Project #: 20a2
EA: 0A1800
PPNO: 775

PROJECT: US 101 HOV Lanes - Central Phase A (Railroad Ave to Rohnert Park Expressway in Rohnert Park) - Ramp Metering

1A PROJECT DATA

Type of Project		
Select project type from list	Ramp Metering	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	3	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		0	0
HOV Restriction (2 or 3)		0	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.21	3.21
	Affected Area	3.21	3.21

Average Daily Traffic			
	Current	114,000	
		w/o Project	w/ Project
	Base (Year 1)	116,551	116,551
	Forecast (Year 20)	140,784	140,784
Average Hourly HOV Traffic (if HOV lanes)			
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		6%	6%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	1	0.00
Injury Accidents	200	0.50
Property Damage Only (PDO) Accidents	368	0.92

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.45	0.45
Percent Fatal Accidents	3%	3%
Percent Injury Accidents	40%	40%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	$ 1,197,500
2007-08	
2008-09	$ 2,157,500
2009-10	$ 2,157,500
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 5,512,500
Escalation Factor	3.5%

District:	4	Project #	20a1
		EA:	0A1800
PROJECT:	**US 101 HOV Lanes - Central Phase A (Railroad Ave to Rohnert Park Expressway in Rohnert Park) - HOV and aux lanes**	PPNO:	775

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	3	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	6
Number of HOV Lanes		0	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.21	3.21
	Affected Area	3.21	3.21

Average Daily Traffic			
	Current	114,000	
		w/o Project	w/ Project
	Base (Year 1)	116,551	116,551
	Forecast (Year 20)	140,784	140,784
Average Hourly HOV Traffic (if HOV lanes)		2,236	2,236
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		6%	6%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	1	0.00
Injury Accidents	200	0.50
Property Damage Only (PDO) Accidents	368	0.92

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.45	0.45
Percent Fatal Accidents	3%	3%
Percent Injury Accidents	40%	40%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	$ 22,752,500
2007-08	
2008-09	$ 40,992,500
2009-10	$ 40,992,500
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 104,737,500
Escalation Factor	3.5%

District: 4

PROJECT: US 101 HOV Lanes - Wilfred

Project # 18
EA: 129650
PPNO: 0781E

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	3	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	5	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		0	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.00	3.00
	Affected Area	3.00	3.00

Average Daily Traffic			
	Current	112,849	
		w/o Project	w/ Project
	Base (Year 1)	124,881	124,881
	Forecast (Year 20)	201,080	203,997
Average Hourly HOV Traffic (if HOV lanes)		1,568	1,568
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		6%	6%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	0	0.00
Injury Accidents	51	0.14
Property Damage Only (PDO) Accidents	135	0.36

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.26	0.98
Percent Fatal Accidents	1%	1%
Percent Injury Accidents	32%	31%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

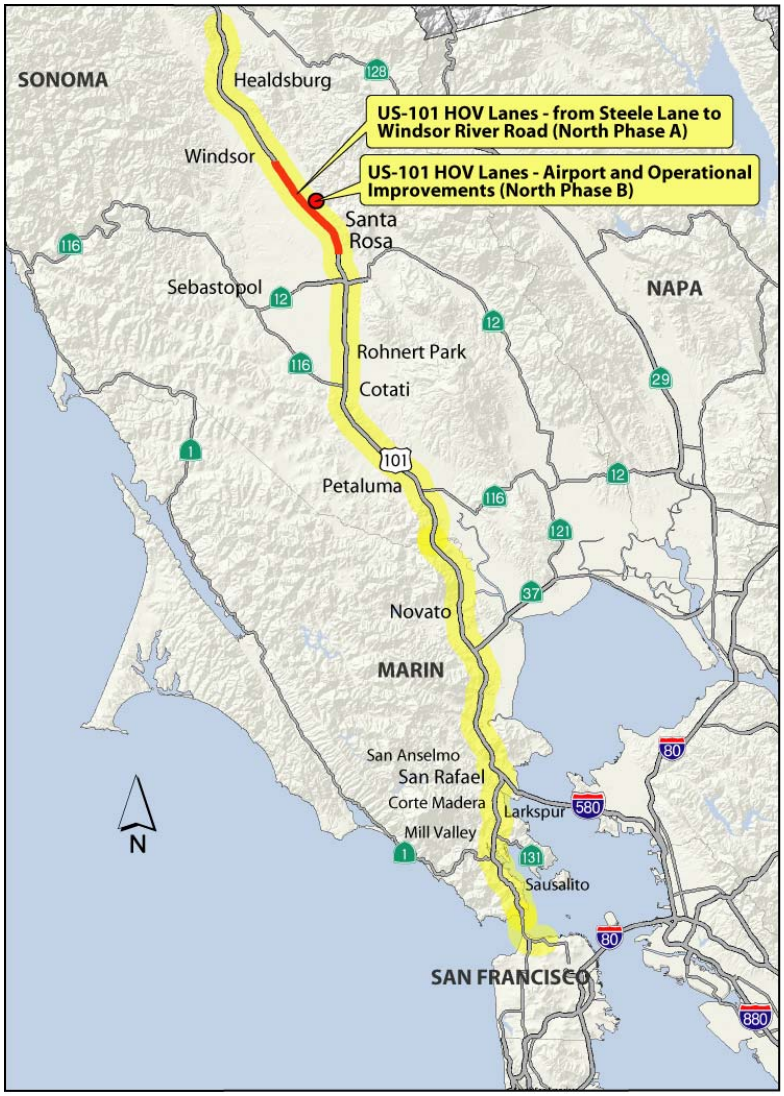
From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	$ 27,666,667
2010-11	$ 27,666,667
2011-12	$ 27,666,667
2012-13	
After	
TOTAL	$ 83,000,000
Escalation Factor	3.5%

Project Location Map

US-101 HOV Lanes North of Santa Rosa
From Steele Lane to Windsor River Road Including Airport I/C and Operational Improvements



January 10, 2007

CMIA PROJECT NARRATIVE

SONOMA US 101-HOV Extension Projects:
North Phase A-Steele Lane in Santa Rosa to Windsor River Road in Windsor
North Phase B-Airport Overcrossing and Operational Improvements in Windsor

Travel Corridor Description

The US 101 – North corridor extends 84-miles through the North Bay counties of Marin and Sonoma and is the principal north-south route in the coastal northwest between the San Francisco Bay Area and the State of Oregon. The 101 Corridor is a lifeline for Northern California commuters and commerce, connecting San Francisco with Marin County and the rapidly growing Sonoma and Mendocino Counties. US 101 is included in California's Freeway and Expressway System and is identified by the State as both an Interregional Road System Route and Focus Route. US 101 supports the movement of goods and services between the Bay Area and the Northern States and provides residents and visitors with access to jobs, housing, parks and recreation, tourism and shopping.

The facility is predominantly a six-lane freeway except for a four-lane, 7-mile expressway portion that straddles the Marin-Sonoma County line known as "the Narrows". Transit is provided by the Golden Gate Bridge, Highway Transit District (GGBHTD), which operates, bus and ferry service along the corridor. There is no regional or local rail service. Along extensive portions of US 101 in the North Bay, there are no parallel arterials that can meaningfully serve as alternatives to the highway.

High Occupancy Vehicle (HOV) lanes have been in operation in Marin County since the mid-1980'sand currently operate in segments from Mill Valley to Larkspur and from San Rafael to Novato. The HOV lane gap between Larkspur and San Rafael is being closed with the construction of a new HOV segment which is expected to be complete in 2008. In Sonoma County, a short 4-mile HOV lane segment has been in operation since 2002 in the southern part of Santa Rosa.

Project Function

The projects proposed under this CMIA application extend the HOV lane system in Sonoma County from Steele Lane in Santa Rosa to Windsor River Road in Windsor, and would improve the Airport interchange in Windsor. This expansion is the northernmost part of the overall plan for the US 101 North corridor to provide congestion relief by implementing continuous HOV lanes from southern Marin County to the Town of Windsor in Sonoma County.

The proposal consists of two primary elements: The North Phase A project will add nearly 8 miles of HOV lanes in each direction from Steele Lane to Windsor River Road in Sonoma County. The North Phase B project will widen the Airport Boulevard overcrossing and provide other operational and safety improvements at the interchange such as a collector-distributor road between the Airport and Fulton interchanges, correct ramp geometry and improve shoulders, These projects are part of the three-phase Sonoma County HOV Lane Extension project (Wilfred Phase, North Phases A & B, and Central

Phases A & B) to extend the HOV network from Petaluma, 22miles to the Town of Windsor. The proposed project will serve to alleviate existing and projected congestion along this corridor, as well as upgrade the facility to improve safety and meet operational requirements.

Project Benefits

A. Operations and Safety

The addition of HOV lanes will reduce congestion by adding capacity and increasing the person-throughput of the facility. Traffic conditions along the US 101 corridor in Marin and Sonoma Counties have become increasingly congested due to escalating regional growth, resulting in this corridor becoming the second most congested in the Bay Area. Within the limits of these projects, US 101 experiences an average annual daily traffic (AADT) volumes of as high as 106,000 vehicles. Truck traffic accounts for over 5% of the peak hour traffic volume.

The North Phase A project will encourage HOV use and improve mainline traffic operations. The addition of HOV lanes will increase the person-throughput of the facility by adding capacity, which will improve operations for non-HOVs, allowing eligible vehicles to bypass any congestion with their limits and helpingclose the HOV gap between Marin and Sonoma counties. These improvements will decrease congestion and promote alternative transportation by offering a time savings to carpoolers and transit riders. Operations and Safety will also be improved in the area of the Airport Boulevard interchange with the addition of a southbound collector-distributor road, geometry corrections and shoulder improvements. Additionally, traffic management capabilities will be added by these projects to enable incident and traffic monitoring controls. These upgrades will significantly improve access to and enhance safety on the US-101 corridor.

B. Air Quality

Marin and Sonoma Counties are part of the San Francisco Bay Area Air Quality Basin. The Region currently meets the National attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead however, does not meet the current State standards for Ozone, PM_{10} and $PM_{2.5}$. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality. As motorist travel times and speeds increase, significant reductions in air pollutant emissions will be attained.

C. Access to Jobs, Housing, Markets, and Commerce

US 101 is the primary transportation corridor serving the employment and residential areas of the North Bay and is the only north-south transportation corridor through Sonoma County. As a commute corridor, it is the main access route to the many employment destinations in Marin County and San Francisco. Within Sonoma County, Santa Rosa is also attracting commute trips due to its commercial and employment growth. An addition of approximately 10,000 new jobs between 2003 and 2015 is projected. The North Phase A and B projects will add capacity in the form of HOV and auxiliary lanes thereby significantly addressing the growing needs of the Marin, Sonoma and Northern county businesses and major employers.

US 101 provides access to major recreational and tourist destinations within Marin and Sonoma Counties and beyond. Due to its growing wine industry, Sonoma County has become a major tourist destination. In addition to typical weekday congestion, weekend congestion continues to grow due to tourism and recreational trips to the Golden Gate National Recreational Area (GGNRA), Marin Headlands, Muir Woods, the Russian River, North Coast beaches, and Sonoma County wineries.

The corridor also serves as the primary regional freight link to California's north coastal area and the Oregon border. Trucks constitute 5% of the traffic volume within the the limits of these projects and congestion during the peak periods significantly delays the on-time delivery of goods and services. This project will provide increased capacity, thereby improving truck traffic flow and the movement of goods. Improved reliability of goods movement along the corridor will promote economic growth, sustain existing businesses and attract new investors to the North Bay.

Project Risks

The uncertainty of the project funding has impacts on the scope of this project. The project limits are still in flux, unless full funding can be obtained. To expedite project delivery, "Risk Design" (concurrent preparation of the environmental document and design plans) was initiated; however, in using this approach, there will be a risk that any new information or finding in the final environmental document may trigger some design change. Caltrans will also have to expeditiously prepare the PS&E package, but the design is currently underway and nearing 65% completion. The uncertainty of the scope has implications in this regard. Finally, fluctuations in the cost of construction materials could impact the project cost, though every effort is being made to produce accurate estimates.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven transportation planning process, employing tested system management principles and strategies to maximize the efficiency of the existing transportation infrastructure. Corridor stakeholders have been identified and a consultant team has been selected to begin a detailed performance assessment. Preliminary analysis and recommended strategies are anticipated by Fall 2007.

A major element of the North Phase B project is to install the TOS infrastructure on this section of the US 101 corridor. Thus, in order to achieve the goals of system management, both components of this proposal — Phases A and B — must be constructed.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Sonoma County Transportation Authority		**Fact Sheet Date:**	**01/11/07**
Contact Person	Guy Preston		
Phone Number	707-565-5377	Fax Number	707-565-5370
Email Address	gpreston@sctainfo.org		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Sonoma	4	0749A	0A100K	SON010025	101	21.7	29.3

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 2	Congressional: 6
	Assembly: 1	
Implementing Agency (by component)	PA&ED: Sonoma County Transportation Agency	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101 HOV Lanes from Steele Lane to Windsor River Road (North Phase A)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

On U.S. 101 in Sonoma County, between Steele Lane in Santa Rosa and Windsor River Road in Windsor. The project proposes to widen U.S. 101 from four to six lanes to expand about 8 miles of high occupancy vehicle (HOV) lanes, improve ramps, add auxiliary lanes, and rehabilitate the existing pavement. This project will only involved median widening. Right-of way take is minimal, mostly from the adjacent local streets. Project will not construct any soundwall.

Description of Major Project Benefits

The project increases capacity to alleviate existing and projected congestion in the corridor, expands the HOV lane system in Sonoma County for eventual connectivity with Marin County to encourage carpooling and transit, and adds auxiliary lanes and ramps to enhance safety and operation.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

None

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Dec-01
Notice of Preparation	Document Type:	Apr-03
Begin Circulation of Draft Environmental Document		Jan-07
Final Approval of Environmental Document		Oct-07
Completion of plans, specifications, and estimates		May-07
Right-of-way certfication		Mar-08
Ready for advertisement		Apr-08
Construction contract award		Jun-08
Construction contract acceptance		Oct-10

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Sonoma	4	0749A	0A100K	SON010025
Project Title:	US-101 HOV Lanes from Steele Lane to Windsor River Road (North Phase A)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	4,500	0	0	0	0	0	0	4,500
PS&E	6,100	0	0	0	0	0	0	6,100
R/W SUP (CT) *	500	0	0	0	0	0	0	500
CON SUP (CT) *	0	12,200	0	0	0	0	0	12,200
R/W	1,000	0	0	0	0	0	0	1,000
CON	0	91,200	0	0	0	0	0	91,200
TOTAL	12,100	103,400	0	0	0	0	0	115,500

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *		8,700						8,700
R/W								0
CON		53,800						53,800
TOTAL	0	62,500	0	0	0	0	0	62,500

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	State Transportation Improvement Plan (STIP) - RIP - Existing							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	4,000							4,000
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *		3,500						3,500
R/W								0
CON		500						500
TOTAL	4,000	4,000	0	0	0	0	0	8,000

Funding Source:	State Highway Operations & Protection Program (SHOPP) - Existing							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON		14,900						14,900
TOTAL	0	14,900	0	0	0	0	0	14,900

Funding Source:	Demo - Federal (High Priority)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON		5,600						5,600
TOTAL	0	5,600	0	0	0	0	0	5,600

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Sonoma	4	0749A	0A100K	SON010025
Project Title:	US-101 HOV Lanes from Steele Lane to Windsor River Road (North Phase A)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: Local Fund

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	500							500
PS&E	6,100							6,100
R/W SUP (CT) *	500							500
CON SUP (CT) *								0
R/W	1,000							1,000
CON		16,400						16,400
TOTAL	8,100	16,400	0	0	0	0	0	24,500

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Sonoma County Transportation Authority		**Fact Sheet Date:**	**01/11/07**
Contact Person	Guy Preston		
Phone Number	(707) 565-5377	Fax Number	(707) 565-5370
Email Address	gpreston@sctainfo.org		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Sonoma	4	0749A	0A100	SON010025	101	21.7	29.3

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 2	Congressional: 6
	Assembly: 1	
Implementing Agency (by component)	PA&ED: Sonoma County Transportation Agency	PS&E: SCTA
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101 HOV Lanes - Airport and Operational Improvements (North Phase B)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Santa Rosa - Windsor: US-101 between Steele Lane in Santa Rosa and Windsor River Road in Windsor (North Phase B): Reduce recurrent congestion on Highway 101; upgrade facility to current standards; improve circulation to Sonoma County Airport

Description of Major Project Benefits

Reduces recurrent congestion by improving operations; reduces emissions; improves safety. Reconstruct interchange and provide operational improvements by adding a collector distributor road. Replaces Airport Overcrossing (100% county funded), corrects non-standard ramp geometry, adds SB collector distributor, adds NB aux lane, provides standard shoulders. Sixty-five MPH is posted speed before and after. Operational analysis shows 4-mile backup without collector/distributor. Adds ramp metering. Implementation dependent on adjacent projects.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Dec-01
Notice of Preparation	Document Type: EA/EIR	Apr-03
Begin Circulation of Draft Environmental Document		Dec-06
Final Approval of Environmental Document		Dec-07
Completion of plans, specifications, and estimates		Jul-08
Right-of-way certfication		Jun-09
Ready for advertisement		Jul-09
Construction contract award		Nov-09
Construction contract acceptance		Dec-11

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Sonoma	4	0749A	0A100	SON010025
Project Title:	US-101 HOV Lanes - Airport and Operational Improvements (North Phase B)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	500	0	0	0	0	0	0	500
PS&E	3,000	0	0	0	0	0	0	3,000
R/W SUP (CT) *	500	0	0	0	0	0	0	500
CON SUP (CT) *	0	0	0	5,000	0	0	0	5,000
R/W	0	4,500	0	0	0	0	0	4,500
CON	0	0	0	37,000	0	0	0	37,000
TOTAL	4,000	4,500	0	42,000	0	0	0	50,500

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *				5,000				5,000
R/W		4,500						4,500
CON				23,000				23,000
TOTAL	0	4,500	0	28,000	0	0	0	32,500

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	Sonoma County Tax Measure M (Sonoma County LSP)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	500							500
PS&E	3,000							3,000
R/W SUP (CT) *	500							500
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	4,000	0	0	0	0	0	0	4,000

Funding Source:	Sonoma County							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON				14,000				14,000
TOTAL	0	0	0	14,000	0	0	0	14,000

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Sonoma	4	0749A	0A100	SON010025
Project Title:	US-101 HOV Lanes - Airport and Operational Improvements (North Phase B)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, SCHEDULE, AND BENEFITS

US 101 HOV LANES – NORTH PHASE A

- **Project Scope**
  - The scope of this project was developed based on the December 2001 approved Project Study Report and December 2006 Draft project Report. The project scope included the following elements.
    - Widen U.S. 101 to accommodate for 7.6 miles of HOV lanes in each direction from Steele Lane to Windsor River Road
    - Add two southbound auxiliary lanes
    - Extend one northbound auxiliary lane
    - Install ITS elements, including ramp metering
    - Widen in the median only, with no soundwall

- **Project Cost Estimate**
  - This project is currently in the final environmental phase. The project estimate was developed based on the following factors.
    - Construction Cost Estimate and Support Costs are in escalated dollars
    - Construction Cost Estimate includes 20% contingency
    - Construction Costs are escalated at 3.5% per year to the middle of the construction period (2009)
    - Construction Engineering and Management Costs are 8% of the Construction Cost Estimate

- **Project Schedule**
  - This project is currently in the final environmental phase. The project schedule is as follows:

    PAED: October 2007
    PS&E: May 2007
    RTL: March 2008
    Begin Construction: June 2008
    End Construction: October 2010

- **Project Benefits:**
  - The project benefits were derived from the following documents:
    - Approved Project Study Report
    - Approved Draft Project Report and associated technical documents

- **Transportation 2030 Plan for the San Francisco Bay Area** – FINAL – February 2005

RTP (T2030) PROJECT DESCRIPTION	PAGE	ID#
Son 101 – Widen US 101 for HOV lanes (one in each direction) between Steele Lane and Windsor River Road	122	98183

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits.)

- **Project Contingency Funding**
  - The project cost estimate was developed based on the current scope, with a 20% contingency. Future cost increases are anticipated to be funding by future federal, STIP, and local fund sources.

- **Project Funding Plan**
  - The proposed funding plan reflects the combination of federal, STIP, SHOPP, local sales tax measure, and CMIA funds. This proposed plan would further the objectives of the CMIA program by ultimately delivering additional improvements and congestion relief earlier than planned. See attached Funding Plan.

District:	4	Project #	19
		EA:	0A100K
PROJECT:	US 101 HOV Lanes - North Phase A (Steele Lane to Windsor)- HOV	PPNO:	0749A

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	2	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		0	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		70	70
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	7.6	7.6
	Affected Area	7.6	7.6

Average Daily Traffic			
	Current	90,000	
		w/o Project	w/ Project
	Base (Year 1)	95,714	95,714
	Forecast (Year 20)	150,000	150,000
Average Hourly HOV Traffic (if HOV lanes)		2,400	2,400
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		5%	5%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	4	0.01
Injury Accidents	204	0.27
Property Damage Only (PDO) Accidents	387	0.52

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.90	0.90
Percent Fatal Accidents	1%	1%
Percent Injury Accidents	37%	37%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before 2007-08	$ 11,100,000
2008-09	$ 52,200,000
2009-10	$ 52,200,000
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 115,500,000
Escalation Factor	3.5%

District: 4

PROJECT: US 101 HOV Lanes - North Phase B (Airport) - Ramp Metering

Project # 21a
EA: 0A1000
PPNO: 0749A

1A PROJECT DATA

Type of Project		
Select project type from list	Ramp Metering	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	2	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		2	2
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	1.0	1.0
	Affected Area	1.0	1.0

Average Daily Traffic			
	Current	90,000	
		w/o Project	w/ Project
	Base (Year 1)	95,714	95,714
	Forecast (Year 20)	150,000	150,000
Average Hourly HOV Traffic (if HOV lanes)		2,000	2,000
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		5%	5%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	4	0.04
Injury Accidents	204	2.07
Property Damage Only (PDO) Accidents	387	3.93

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	0.90	0.90
Percent Fatal Accidents	1%	1%
Percent Injury Accidents	37%	37%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	$ 200,000
2007-08	$ 225,000
2008-09	$ 1,050,000
2009-10	$ 1,050,000
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 2,525,000
Escalation Factor	3.5%

District:	4	Project #	21b
		EA:	0A1000
PROJECT:	US 101 HOV Lanes - North Phase B (Airport) - IC improvements (Road 1 - 101)	PPNO:	0749A

1A PROJECT DATA

Type of Project	Remember to run model for both roads	
Select project type from list	Interchange	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	2	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	4	4
Number of HOV Lanes	2	2
HOV Restriction (2 or 3)	2	
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (miles) Highway Segment	1.0	1.0
Affected Area	1.0	1.0

Average Daily Traffic		
Current	90,000	
	w/o Project	w/ Project
Base (Year 1)	95,714	95,714
Forecast (Year 20)	150,000	150,000
Average Hourly HOV Traffic (if HOV lanes)	2,000	2,000
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	5%	5%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	4	0.04
Injury Accidents	204	2.07
Property Damage Only (PDO) Accidents	387	3.93

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.90	0.90
Percent Fatal Accidents	1%	1%
Percent Injury Accidents	37%	37%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	$ 3,800,000
2007-08	$ 4,275,000
2008-09	$ 18,525,000
2009-10	$ 18,525,000
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 45,125,000
Escalation Factor	3.5%

Weaving or TMS Safety Improvement 30% reduction

District:	4	Project #	21b
		EA:	0A1000
PROJECT:	US 101 HOV Lanes - North Phase B (Airport) - IC improvements (Road 2 - Airport)	PPNO:	0749A

1A PROJECT DATA

Type of Project	Remember to run model for both roads	
Select project type from list	Interchange	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	2	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		2	5
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		25	25
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	0.3	0.3
	Affected Area	0.3	0.3

Average Daily Traffic			
	Current	15,813	
		w/o Project	w/ Project
	Base (Year 1)	16,420	16,420
	Forecast (Year 20)	22,184	22,184
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

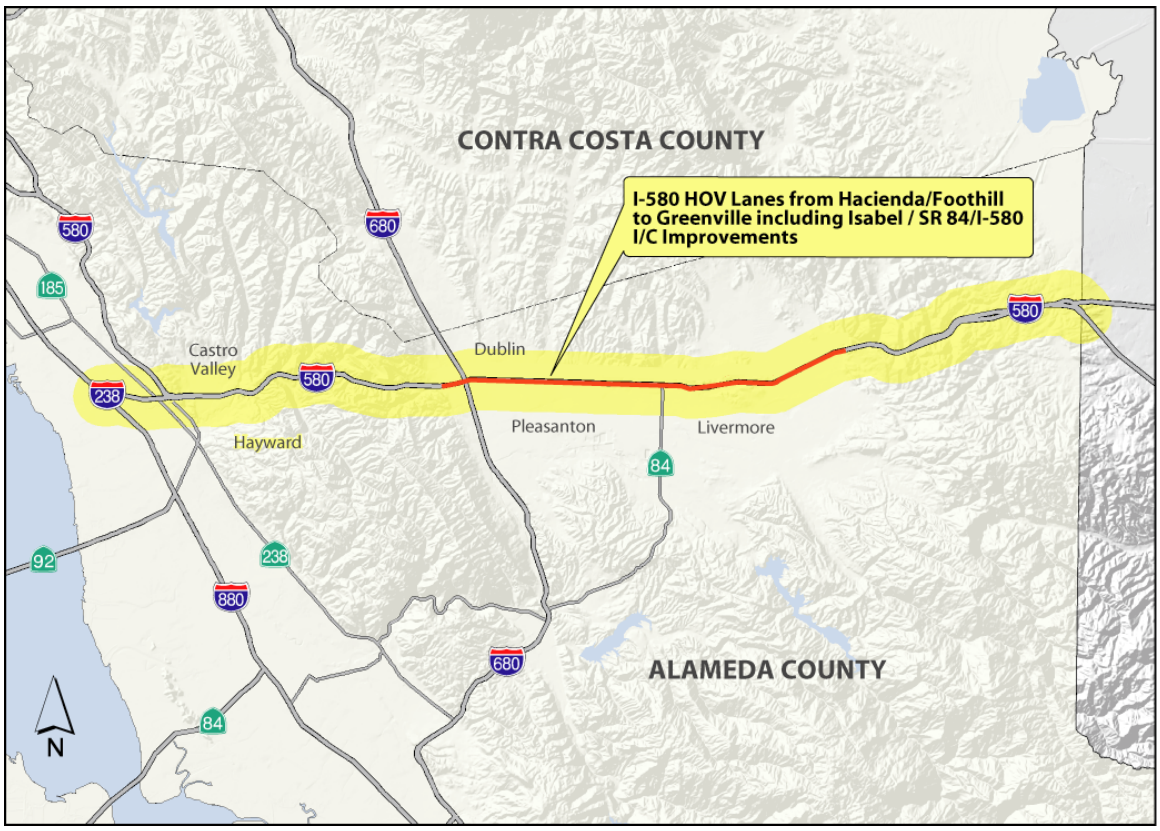
Fiscal Year:

Before	$ 3,800,000
2007-08	$ 4,275,000
2008-09	$ 19,950,000
2009-10	$ 19,950,000
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 47,975,000
Escalation Factor	3.5%

Weaving or TMS Safety Improvement 30% reduction

Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

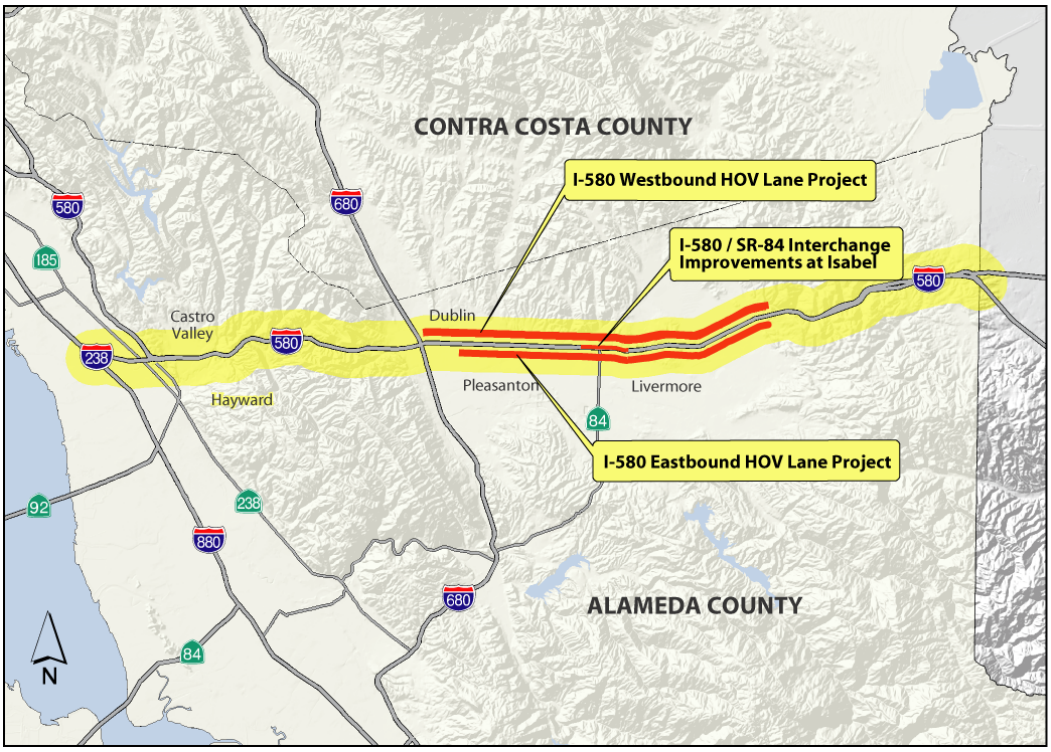
I-580/I-238 Corridor: Alameda



January 10, 2007

Project Location Map

I-580 HOV Lanes in Livermore Valley
Including I-580/SR 84 (Isabel) Interchange



January 10, 2007

CMIA PROJECT NARRATIVE

I-580/I-238: 1) Eastbound HOV Lane; 2) Westbound HOV Lane; 3) I-580/SR 84 (Isabel Avenue) Interchange

Travel Corridor Description

The I-580/I-238 corridor is a 42 mile-long east-west corridor in Alameda County, the second most populous of the San Francisco Bay Area's nine counties. The corridor provides critical inter-regional connectivity between the Bay Area and the Central Valley, terminating at I-5 in San Joaquin County. Within the Bay Area, the corridor provides direct connections to the East Bay's three major north-south freeways: I-880, the north-south segment of I-580, and I-680. With its connections to the national interstate network, it serves as a major gateway for goods movement into and out of the Bay Area's five seaports, three commercial airports, and four rail freight terminals, as well as a primary route for recreational travelers destined for the Sierras and Southern California. With its connections to the East Bay's major north-south freeways and its location along several urbanized cities in Alameda County, it also serves as a significant regional and interregional commuter route. The I-580 corridor is considered a State lifeline route for emergency relief, a high-emphasis route on the Interregional Road System (IRRS), a priority corridor in the Global Gateways Development Program, a Federal Surface Transportation Assistance Act (STAA) truck route on the national network, and was selected by the California Highway Patrol as a Truck Safety Corridor.

Mass transit is provided by Bay Area Rapid Transit (BART) trains, which run from Castro Valley to Pleasanton; Altamont Commuter Express (ACE) trains, which run from Stockton to San Jose via Livermore and Pleasanton; and local buses operated by Alameda-Contra Costa Transit (AC Transit) and Wheels in the Tri-Valley.

Project Function

The proposed project would add eastbound and westbound HOV lanes through the most heavily traveled section of the I-580 corridor and construct a new interchange on I-580 at Isabel Avenue/SR-84. The CMIA application for the I-580 corridor consists of three components as reflected in the associated Fact and Funding sheets: Project 1 would add an eastbound HOV lane, extending about 11 miles, between Hacienda Drive in Pleasanton and Greenville Road in Livermore and add eastbound auxiliary lanes between interchanges within those limits from El Charro Road to Vasco Road. Project 2 would construct a 13-mile westbound HOV lane from Foothill Road in Dublin to Greenville Road and add westbound auxiliary lanes between interchanges within those limits from the future Isabel Avenue to First Street. Project 3 would construct a new I-580/ SR 84 interchange at the future Isabel Avenue located between the current Airway and Portola interchanges.

Project Benefits

A. Operations and Safety

The daily traffic volume was 211,000 vehicles per day in 2005, with trucks accounting for about 12 percent of the total traffic. Two segments along the corridor have been in the top five most congested freeway locations in the Bay Area since 2002, experiencing three hour-long weekday morning peak period congestion in the westbound direction and four hour-long weekday afternoon peak period congestion in the eastbound direction. Recent monitoring indicates that travel times through the project area vary between 10 and 30 minutes, depending on direction traveled and peak period. By year 2035, travel times for are expected to increase to be between 15 and 50 minute without the HOV lane projects

The capacity additions proposed for the HOV lane projects, travel times would be expected to decrease travel times by as much as 50 % in the HOV lanes and 35 % in the mixed-flow lanes by year 2035. The HOV lanes would also fill a critical gap in the Bay Area carpool lane network, not only improving traffic operations but also enhancing safety and encouraging motorists to rideshare or use mass transit. Additionally, the person-throughput of the facility would increase due to the delay decreases and the ability of HOV lane eligible vehicles to bypass any congestion that does develop.

The direct connections via the proposed Isabel Avenue interchange would eliminate circuitous movements and standardize on- and off-ramps, thereby reducing congestion and enhancing safety in this project area.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. A number of violations of the Ozone air quality standards in the Bay Area are detected at the Livermore monitoring station, owing to the area being downwind of major industrial areas and freeways and being fenced in by the Altamont Pass. By reducing starts, stops, and idling, the project is expected to result in significant reductions in both Ozone precursors and toxic particulate matter that is heavily produced by diesel trucks, which is consistent with the region's air quality attainment goals.

In February, 2005, the Metropolitan Transportation Commission (MTC) adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

In general, the I-580 corridor is an important conduit between more affordable housing in eastern Contra Costa and San Joaquin Counties and major employment centers in the Tri-Valley, Silicon Valley in the South Bay, and the Peninsula. As described above, it is also

a vital trade corridor connecting the Bay Area to the rest of California and destinations east. By virtue of its potential to decrease existing and future congestion, all of the proposed projects are also expected to facilitate access to jobs, housing, markets, and commerce in and around the Bay Area. In addition, Project 3 would specifically improve access and connectivity for the developing northwesterly portion of Livermore.

Project Risks

A. Project 1: Eastbound HOV Lane from Hacienda to Greenville

The project is currently in the environmental and design phases, with project approval and environmental documentation (PA&ED) and plans, specifications, and estimate (PS&E) both targeted for April 2007. The scope, schedule and cost risks at this time are very low.

B. Project 2: Westbound HOV Lane from San Ramon/Foothill to Greenville, including I-580/SR 84 (Isabel Avenue) Interchange

The Westbound HOV Lane from San Ramon/Foothill to Greenville project is currently in the planning phase. The schedule assumes "risk design", and that all the work will be done within the existing R/W.

The I-580/SR 84 (Isabel Avenue) Interchange project is currently in the project approval and environmental documentation (PA&ED) stage. The Draft Project Report (DPR) is currently in progress. The Draft Environmental Document (DED) was circulated for public review and the comment period was closed on August 29, 2005. Risks associated with cost and schedule are low.

Corridor System Management Plan/Preserving Mobility Gains

Caltrans District 4 and MTC have recently launched a joint effort entitled the Freeway Performance Initiative, which will advance a corridor-based and performance-driven transportation planning process, employing tested system management principles and strategies to maximize the efficiency of the existing transportation infrastructure. I-580 is one of the 12 key corridors identified for analysis and development of a Corridor System Management Plan over the next 18 months.

The corridor planning effort will include ongoing and planned projects in the area, which are expected to preserve mobility gains and other benefits from the three projects, and which will be funded with other sources: interchange modifications at I-680 in Pleasanton; installation of additional TOS elements including communications between traffic operations centers, as part of the ongoing I-580 Transportation Management Plan (TMP)/Advanced Elements project; construction of truck climbing lanes in the Altamont Pass area; widening of Isabel Avenue; safety improvements to reduce grades, flatten curves, and provide truck climbing lanes on Route 84 through the Pigeon Pass area between I-580 and I-680; the ongoing project to develop a strategy for right-of-way reservation for a potential extension of BART to Livermore; and an ongoing project to purchase additional ACE trains. The proposed projects would play a significant role in providing congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit travelers in the San Francisco Bay Area, consistent with the objectives of the CMIA.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Alameda County Congestion Management Agency (ACCMA)			**Fact Sheet Date:**	**01/11/07**
Contact Person	Frank Furger			
Phone Number	(510) 836-2560	Fax Number	(510) 836-2185	
Email Address	ffurger@accma.ca.gov			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Alameda	4	0112A	290811	ALA050006	580	R8.29	R18.82

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: District 9 &10	Congressional: District 10 & 11
	Assembly: District 15 & 18	
Implementing Agency (by component)	PA&ED: ACCMA	PS&E: ACCMA
	R/W: ACCMA	CON: Caltrans
Project Title	**I-580 Eastbound HOV Lane – Hacienda to Greenville**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

The project is located on I-580 between the Hacienda Drive interchange (PM R18.82) and the Greenville Road Overhead (PM R8.29). The proposed project would construct an eastbound HOV lane on I-580 from the Hacienda Drive interchange in the City of Pleasanton to the Greenville Road Overhead in the City of Livermore. The project includes the construction of eastbound auxiliary lanes from El Charro Road to Airway Blvd., from Isabel Avenue to North Livermore Avenue, from North Livermore Avenue to First Street and First Street to Vasco Road; and the widening of the existing bridge crossing over Arroyo Las Positas (PM 11.72) to accommodate the auxiliary lane. The project also includes reconstruction of the median to widen the inside paved shoulder and construction of a concrete median barrier, as well as sound walls where identified in the environmental document.

Description of Major Project Benefits

The project will reduce eastbound peak-period congestion and delay; decrease travel times; encourage use of HOVs and transit; support regional air quality attainment goals, and enhance safety for motorists and Caltrans maintenance workers.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Jun-01
Notice of Preparation	Document Type: ND/FONSI	Dec-01
Begin Circulation of Draft Environmental Document		Aug-06
Final Approval of Environmental Document		Apr-07
Completion of plans, specifications, and estimates		Apr-07
Right-of-way certfication		Jun-07
Ready for advertisement		Oct-07
Construction contract award		Feb-08
Construction contract acceptance		Apr-10

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	0112A	290811	ALA050006
Project Title:	I-580 Eastbound HOV Lane – Hacienda to Greenville			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	7,000	2,000	0	0	0	0	0	9,000
PS&E	4,000	1,000	0	0	0	0	0	5,000
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	15,800	0	0	0	0	0	15,800
R/W	0	0	0	0	0	0	0	0
CON	0	123,900	0	0	0	0	0	123,900
TOTAL	11,000	142,700	0	0	0	0	0	153,700

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E		1,000						1,000
R/W SUP (CT) *								0
CON SUP (CT) *		15,800						15,800
R/W								0
CON		78,900						78,900
TOTAL	0	95,700	0	0	0	0	0	95,700

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source: SHOPP								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON		27,000						27,000
TOTAL	0	27,000	0	0	0	0	0	27,000

Funding Source: Local Fund - Regional Measure 2 (RM2)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	2,000							2,000
PS&E	4,000							4,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	6,000	0	0	0	0	0	0	6,000

Funding Source: TCRP								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	5,000	2,000						7,000
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON		18,000						18,000
TOTAL	5,000	20,000	0	0	0	0	0	25,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	0112A	290811	ALA050006
Project Title:	I-580 Eastbound HOV Lane – Hacienda to Greenville			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Alameda County Congestion Management Agency (ACCMA)		**Fact Sheet Date:**	**01/11/07**
Contact Person	Frank Furger		
Phone Number	(510) 836-2560	Fax Number	(510) 836-2185
Email Address	ffurger@accma.ca.gov		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Alameda	4	0112B	290820	ALA050006/ALA990072	580	R8.29	R21.43

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: District 9 & 10	Congressional: District 10 & 11
	Assembly: District 15 & 18	
Implementing Agency (by component)	PA&ED: Caltrans/ACCMA	PS&E: Caltrans/ACCMA
	R/W: Caltrans/ACCMA	CON: Caltrans/ACCMA
Project Title	**I-580 Westbound HOV Lane – Foothill to Greenville (Including Isabel Interchange and TSM Improvements)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

The project is located on I-580 between San Ramon Road/Foothill Road (PM R21.43) and the Greenville Road Overhead (PM R8.29). The proposed project would construct a westbound HOV lane from the San Ramon/Foothill interchange in the Cities of Dublin and Pleasanton to the Greenville Road Overhead in the City of Livermore.

The project includes construction of a new interchange at Isabel Avenue (SR 84) and the construction of westbound auxiliary lanes from First Street to North Livermore Avenue; and from North Livermore Avenue to Isabel Avenue. The project also includes construction of a westbound express bus ramp connection from the westbound HOV lane to the Dublin/Pleasanton BART Station. In addition, the proposed project will include installation of components of a Traffic Operations System and Intelligent Transportation System on I-580 within the project limits.

Description of Major Project Benefits

The project will reduce westbound peak-period congestion and delay, decrease travel times, reduce the number of accidents, encourage use of HOV's, support regional air quality attainment goals, and enhance safety for motorists and Caltrans maintenance workers.

Because the project will provide direct express bus service access to the Dublin / Pleasanton BART Station, it will encourage the use of alternative transportation modes such as express bus service and BART.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Jan-07
Notice of Preparation	Document Type: ND/FONSI	N/A
Begin Circulation of Draft Environmental Document		Jan-09
Final Approval of Environmental Document		Nov-09
Completion of plans, specifications, and estimates		Dec-09
Right-of-way certfication		Mar-11
Ready for advertisement		Apr-11
Construction contract award		Aug-11
Construction contract acceptance		Dec-13

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	0112B	290820	ALA050006/ALA990072
Project Title:	I-580 Westbound HOV Lane – Foothill to Greenville (Including Isabel Interchange and TSM Improvements)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	14,300	3,500	0	0	0	0	0	17,800
PS&E	15,000	8,500	0	0	0	0	0	23,500
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	23,900	0	0	0	15,600	0	39,500
CON	0	0	0	0	0	217,600	0	217,600
TOTAL	29,300	35,900	0	0	0	233,200	0	298,400

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		3,300						3,300
PS&E		7,700						7,700
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W		1,000				15,600		16,600
CON						170,800		170,800
TOTAL	0	12,000	0	0	0	186,400	0	198,400

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	SAFETEA (City of Livermore)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W		1,600						1,600
CON						9,700		9,700
TOTAL	0	1,600	0	0	0	9,700	0	11,300

Funding Source:	Local Fund (City of Livermore)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	14,300							14,300
PS&E	15,000							15,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W		19,300						19,300
CON								0
TOTAL	29,300	19,300	0	0	0	0	0	48,600

Funding Source:	Local Fund - Regional Measure 2 (RM2)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		200						200
PS&E		800						800
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W		2,000						2,000
CON						12,000		12,000
TOTAL	0	3,000	0	0	0	12,000	0	15,000

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	0112B	290820	ALA050006/ALA990072
Project Title:	I-580 Westbound HOV Lane – Foothill to Greenville (Including Isabel Interchange and TSM Improvements)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source: Local County Fund - Measure B

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON						25,100		25,100
TOTAL	0	0	0	0	0	25,100	0	25,100

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

I-580 Corridor

Comparison of Existing to Proposal Funding

	Current Funding		Proposed Funding (Millions of $)					Comments
Fund Source	**EAST BOUND**	**WEST BOUND**	**EAST BOUND**	**WEST BOUND**	**580/680 IC**	**TRUCK CLIMBING LANE**	**CORRIDOR PLANNING & TMP**	
STIP (Existing)	17.7	0	0	0	0	17.7		
STIP (Future)								
TCRP	25	0	25	0	0	0	0	
Regional Measure 2	35	30	6	15	30	0	14	**$14M of RM2 already expended**
CMIA	0	0	95.7	198.4	0	0	0	
SAFETEA LU	0	15.6	0	0	0	0	0	
SHOPP	0	0	27	0	0	0	0	**FUTURE**
Local						41.15		
Trade Corridor	0	0	0	0	0	41.15		
ACTIA (Measure B)		25.1		25.1				
City		59.9		59.9				
Total Funding	77.7	130.6	153.7	298.4	30	100	14	
Total Project Cost			153.7	298.4	398.4	100	14	

Notes

1. Caltrans proposal does not include I-580/SR 84 interchange ($ 68 M for WB)
2. Caltrans proposal does not include additional pavements for anticipated HOT lane conversion ($10 M for EB; $10 M for WB)
3. Caltrans proposal does not include replacement of 1st Street Over crossing Structure ($9.3 M for WB)
4. Caltrans proposal does not include minor coordination work with local interchange project ($7.3 M for EB))
5. Caltrans proposal assumes the use of SAFETEA funds; ACCMA proposal reserves these funds for other corridor improvements and project developments ($6 M for EB; $9.6 M for WB)

Consistent with the adopted CMIA Guidelines, the region proposes a funding solution that further the goals of the CMIA program for the 580 Corridor: leverage federal, state, regional, and local funds as part of a comprehensive corridor investment strategy.

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

I-580 EAST BOUND HOV LANE

- **Project Scope**
  - The scope of this project was developed based on the January 2001 approved Project Study Report, August 2006 Draft Project Report, and approved 2006 Roadway Rehabilitation PSSR. The project scope does not include HOT lane elements, which is included by the Alameda County Congestion Management Agency's (ACCMA) submittal.

- **Project Cost Estimate**
  - This project is currently in the final environmental phase and is being designed at risk. The PS&E is 95% complete. The project estimate was developed based on the following factors.
    - Using 95% Engineers PS&E Construction Cost Estimate
    - Construction Cost Estimate and Support Costs are in 2008 dollars (Costs already expended are in 2006 dollars)
    - Construction Cost Estimate includes 5% contingency
    - Construction period is from 2008 to 2010
    - Construction Costs are escalated at 7% per year (for one year) to the middle of the construction period
    - Construction Engineering and Management Costs are 15% of the Construction Cost Estimate
    - Construction Engineering and Management Costs are escalated at 3.5% per year to the middle of the construction period (From 2008 to 2009)
    - CMA Oversight and Support Costs are estimated at 1.0% of the Construction Cost Estimate and are included in project development costs
    - Cost estimate does not include HOT elements ($10M for additional 8' of pavement) that is included in the ACCMA's submittal

- **Project Schedule**
  - This project is currently in the final environmental phase. It is also being designed at risk. The PS&E is 95% complete. The project schedule is based on the current project status and potential risks.

- **Project Benefits:**
  - The project benefits were derived from the following documents:
  - Approved Project Study Report
  - Approved Draft Project Report and associated technical documents
  - Approved Draft Environmental Document and associated technical documents

- **Transportation 2030 Plan for the San Francisco Bay Area** – FINAL – February 2005

RTP (T2030) Project Description	Page	ID#
Ala 580 – I-580 Corridor Improvements (widen I-580 in both directions for HOV and auxiliary lanes from Tassajara Road to Greenville road, construct HOV direct-connector from westbound I-580 to southbound I-680, construct eastbound truck climbing lane from Flynn Road to Greenville Road (Altamont Summit), and acquire express buses)	88	22013 Partial EB/WB HOV

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits)

- **Project Contingency Funding**
  - The project cost estimate was developed with a 5% construction contingency based on an updated 95% PS&E cost estimate, a well defined scope, and a 7% construction cost escalation rate extended to mid year of construction. Should the project cost increases, funding for the increase will be secured from future STIP or local funding sources.

- **Project Funding Plan**
  - The proposed project funding plan includes replacement of existing STIP and local funding with CMIA funding in order to maximize and advance delivery of critical improvements in the corridor. This proposed plan would further the objectives of the CMIA program by ultimately delivering additional improvements and congestion relief earlier than planned. See attached Funding Plan.

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

I-580 WESTBOUND HOV LANE

- **Project Scope**
  - The scope of this project was developed based information from the 2001 Approved Project Study Report and ongoing Supplemental Project Study Report. The Supplemental Project Study Report is scheduled to be completed in early January 2007. The project scope does not include scope for future HOT lane implementation ($19M) which is included in the Alameda County Congestion Management Agency's (ACCMA) submittal

- **Project Cost Estimate**
  - This project is currently in the planning phase. The cost estimate was developed based on the following factors.
    - Design exceptions will be approved at First Street I/C to avoid replacing First Street bridge
    - Using PSR Level Construction Cost Estimate
    - Construction Cost Estimate and Support Costs are in 2008 dollars
    - Construction Cost Estimate includes 15% contingency
    - Project will be designed at risk with concurrent PAED and PS&E efforts
    - Construction period is from 2011 to 2013
    - Construction Costs are escalated at 7% per year to the middle of the construction period
    - PA/ED Cost is assumed to be $3 million based on the PA/ED costs for the eastbound HOV lane project
    - PS&E Cost is assumed to be $5.2 million based on the PS&E costs for the eastbound HOV lane project
    - Construction Engineering and Management Costs are 15% of the Construction Cost Estimate
    - Construction Engineering and Management Costs are escalated at 3.5% per year to the middle of the construction period
    - CMA Oversight and Support Costs are estimated at 1.0% of the Construction Cost Estimate and included in project development costs
    - Assumes minor right of way impacts
    - Assumes receiving design exception approval on narrow shoulders adjacent to Westerly segment of Dublin Sportspark
    - Cost does not include scope for future HOT lane implementation ($19M for 8' of additional pavement width and one structure replacement) which is included in the ACCMA's submittal.

- **Project Schedule**
  - This project is currently in the planning stage. The project scheduled is based on a risk design approach in which the environmental clearance effort and final design effort will be undertaken concurrently. The project schedule assumes a 26 months to clear the environmental document (ND/FONSI) and 16 months to acquire right of way and utility relocations. The schedule assumes minor right of way impacts and no condemnation.

- **Project Benefits:**
  - The project benefits were derived from the following documents:
    - Approved Project Study Report
    - Ongoing Supplemental Project Study Report studies

- **Transportation 2030 Plan** for the San Francisco Bay Area – FINAL - February 2005 Appendix 1:

RTP (T2030) Project Description	Page	ID#
Ala 580 – I-580 Corridor Improvements (widen I-580 in both directions for HOV and auxiliary lanes from Tassajara Road to Greenville road, construct HOV direct-connector from westbound I-580 to southbound I-680, construct eastbound truck climbing lane from Flynn Road to Greenville Road (Altamont Summit), and acquire express buses)	88	22013 Partial EB/WB HOV

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits)

- **Project Contingency Funding**
  - The project cost estimate was developed based on a 15% construction contingency and a 7% construction cost escalation rate extended to mid year of construction. Should the project cost increases, funding for the increase will be secured from future STIP or local funding sources.

- **Project Funding Plan**
  - The proposed project funding plan includes replacement of local funding with CMIA funding in order to maximize and advance delivery of critical improvements in the corridor. This proposed plan would further the objectives of the CMIA program by ultimately delivering additional improvements and congestion relief earlier than planned. See attached Funding Plan.

District: 4

PROJECT: I-580 EB Interim HOV Lane: Hacienda to Greenville

Project # 7
EA: 290811
PPNO:

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	5	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	4	4
Number of HOV Lanes	0	1
HOV Restriction (2 or 3)	2	
Highway Free-Flow Speed	70	70
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	11.3	11.3
Affected Area	11.3	11.3

Average Daily Traffic		
Current	90,000	
	w/o Project	w/ Project
Base (Year 1)	93,333	93,333
Forecast (Year 20)	125,000	125,000
Average Hourly HOV Traffic (if HOV lanes)	1,500	1,500
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	12%	12%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	3	0.00
Injury Accidents	145	0.13
Property Damage Only (PDO) Accidents	311	0.28

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.14	0.91
Percent Fatal Accidents	1.0%	1.0%
Percent Injury Accidents	32%	32%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	$ 13,000,000
2008-09	$ 70,350,000
2009-10	$ 70,350,000
2010-11	
2011-12	
2012-13	
After	
TOTAL	$ 153,700,000
Escalation Factor	3.5%

District: 4

PROJECT: I-580 WB Interim HOV Lane: Greenville to Foothill

Project # 8a
EA: 290820
PPNO:

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		0	1
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		70	70
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	13.40	13.40
	Affected Area	13.40	13.40

Average Daily Traffic			
	Current	90,000	
		w/o Project	w/ Project
	Base (Year 1)	93,333	93,333
	Forecast (Year 20)	125,000	125,000
Average Hourly HOV Traffic (if HOV lanes)		1,500	1,500
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		12%	12%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	6	0.00
Injury Accidents	425	0.32
Property Damage Only (PDO) Accidents	886	0.67

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.14	0.91
Percent Fatal Accidents	1.0%	1.0%
Percent Injury Accidents	32%	32%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before 2007-08	
2008-09	$ 13,100,000
2009-10	$ 66,150,000
2010-11	$ 66,150,000
2011-12	
2012-13	
After	
TOTAL	$ 145,400,000
Escalation Factor	3.5%

District: 4

Project # 8d3
EA:

PROJECT: I-580 WB Interim HOV Lane: Greenville to Foothill; includes HOV, aux lanes, TSM, bus ramp, Isabel IC - Isabel IC

PPNO:

1A PROJECT DATA

Type of Project	Remember to run model for both roads	
Select project type from list	Interchange	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		0	0
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		70	70
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	4.5	4.5
	Affected Area	4.5	4.5

Average Daily Traffic			
Current		90,000	
		w/o Project	w/ Project
	Base (Year 1)	93,333	93,333
	Forecast (Year 20)	125,000	125,000
Average Hourly HOV Traffic (if HOV lanes)		1,500	1,500
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		12%	12%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	6	0.01
Injury Accidents	425	0.96
Property Damage Only (PDO) Accidents	886	2.00

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.14	0.91
Percent Fatal Accidents	1.0%	1.0%
Percent Injury Accidents	32%	32%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

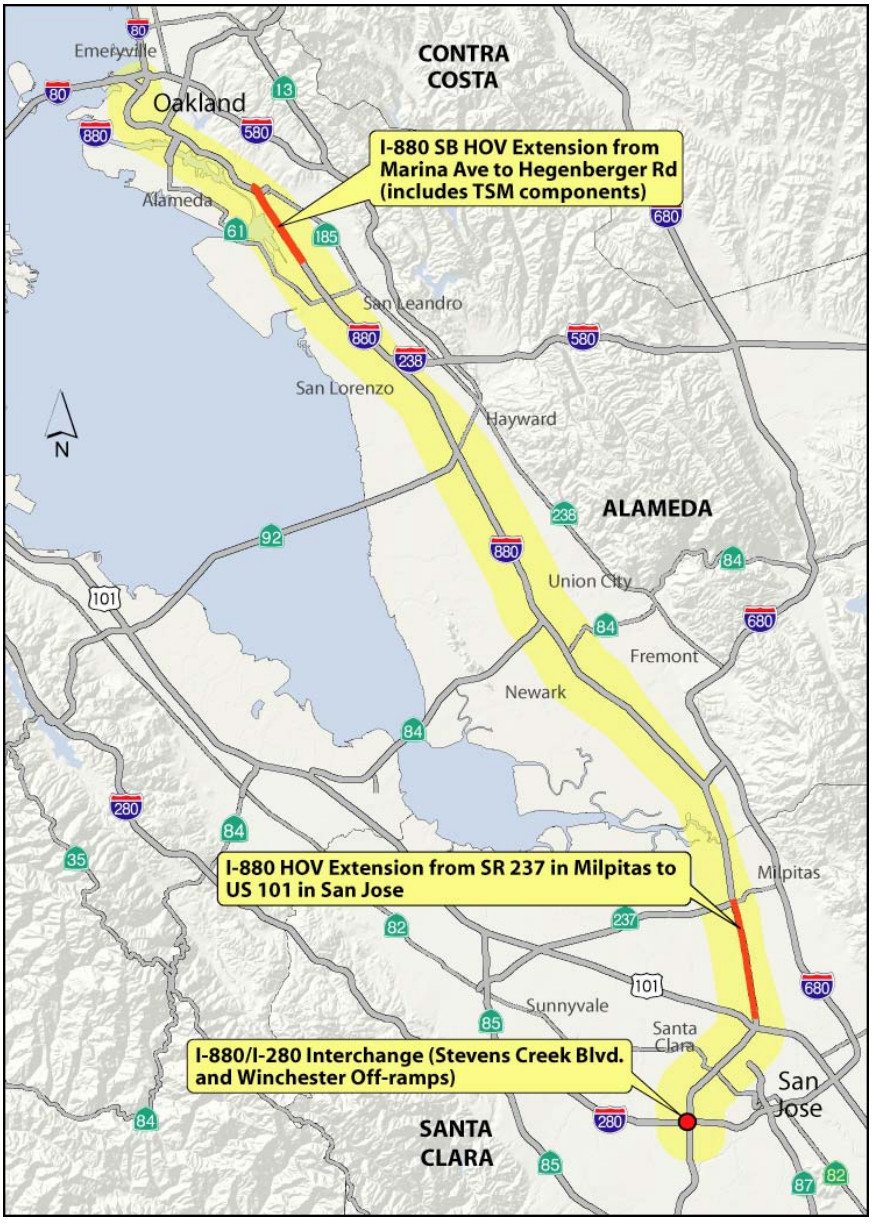
From Project Nomination Fact Sheet:

Fiscal Year:	
Before	$ -
2007-08	$ -
2008-09	$ 50,200,000
2009-10	$ 51,400,000
2010-11	$ 51,400,000
2011-12	$ -
2012-13	
After	
TOTAL	$ 153,000,000
Escalation Factor	3.5%

Up to 10 mph speed improvement, up to maximum speed, input into Model Inputs for with project non-HOV speed to reflect impact of improvements

Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

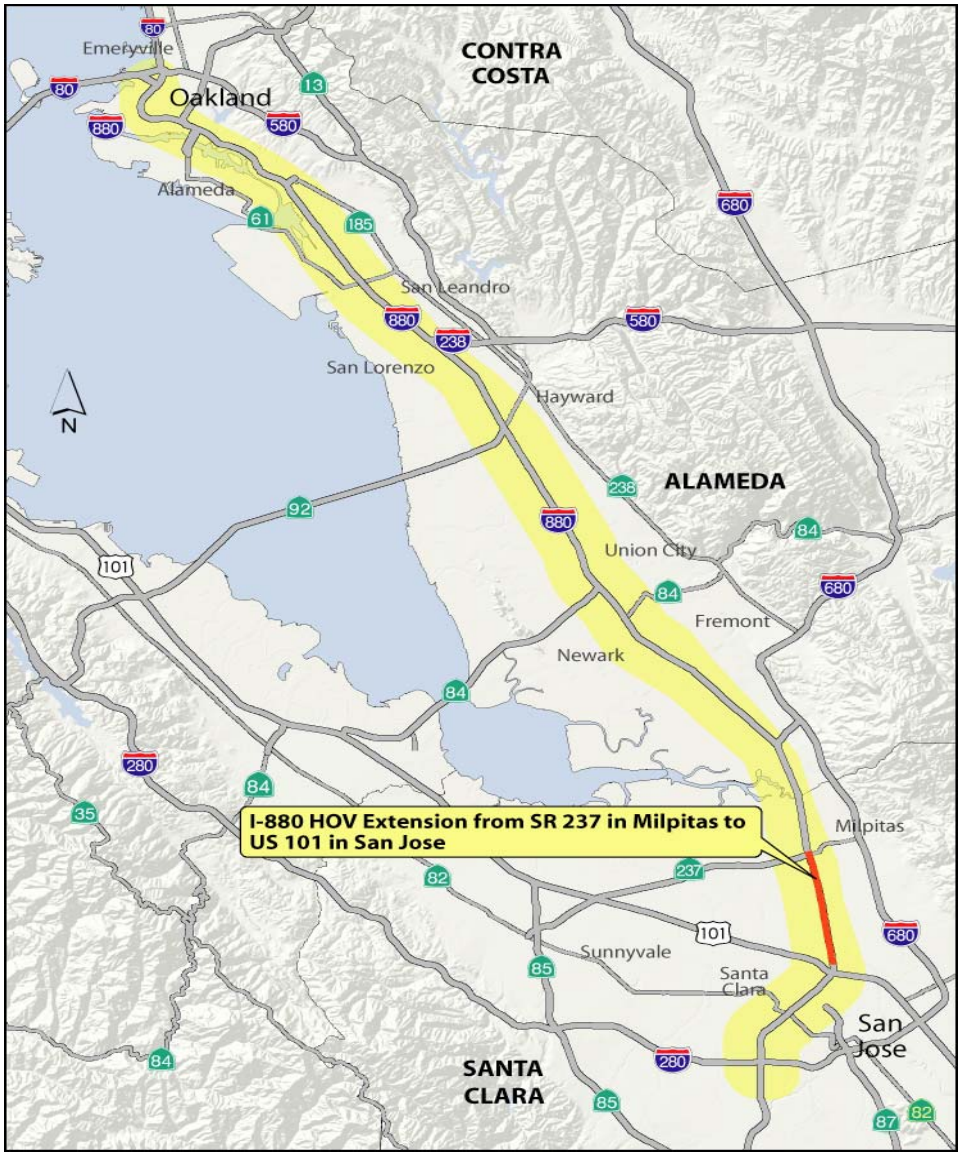
I-880 Corridor: Alameda/Santa Clara



January 10, 2007

Project Location Map

I-880 HOV Extension:
From State Route 237 in Milpitas to US-101 in San Jose



January 10, 2007

CMIA PROJECT NARRATIVE

I-880 South Corridor in Santa Clara County:
HOV Extension from SR 237 to US 101

Travel Corridor Description

Interstate 880 is a major local and regional commute corridor, centrally located within the Bay Area, and is also a trade corridor of national significance. It is a strategic route providing connectivity between densely populated residential areas and many major commercial and industrial centers. The corridor includes a freeway network (with I-880/I-580 and I-880/US 101) running north-south, and freeway connectors running east-west including I-980, SR 238, and I-280), major arterials which absorb diversion from the freeway networks, and a transit network which includes the Bay Area Rapid Transit (BART) system, VTA and multiple bus transit lines. Consequently, the efficient operation of I-880 is of critical economic importance to the region and the State.

The boundaries of the I-880 corridor are between the cities of Oakland and San Jose, with I-580 as the northern boundary and I-880 as the southern boundary, for a distance of about 45 miles or 300+ lane miles. The corridor extends from the Bay Bridge to I-280. This is a logical segment of the corridor as it matches the existing institutional agreements in place for the corridor management plan.

Within the 45-mile length of the I-880 corridor, the freeway is primarily an eight-lane facility between I-980 and SR 237 and a six-lane highway between SR 237 and I-280, with numerous auxiliary lanes between major interchanges. HOV lanes are currently in place for about half (20 HOV miles) of the length of the corridor, extending between SR 238 and Mission Boulevard and between the I-880/SR 237 junction to Dixon Landing Road. Transportation Management Systems (TMS) have been deployed in the majority of the corridor, including: 1) ramp metering and HOV bypass lanes at meters; 2) incident and emergency management systems; 3) changeable message signs on freeways and arterials; and 4) coordinated traffic signal systems on all major arterials. Public transit services paralleling the freeway are also widely available, including BART rail, AC Transit and VTA bus service.

Traffic along this north-south route has continued to increase over the last twenty years as more commuters travel to and from the Silicon Valley, primarily the "Golden Triangle" area bounded by SR 237, Route 101 and I-880. Increases in traffic volumes over the past 30 years are well documented from the Tri Valley area and the Central Valley in the north and the San Jose area to the south. I-880 is identified as a "gateway of regional significance" in the 1998 Interregional Transportation Strategic Plan (ITSP), particularly to pacific trade.

Project Function

The project will widen I-880 to add High Occupancy Vehicle (HOV) lanes in each direction between SR 237 and US 101, filling an existing HOV lane gap, increasing highway capacity and reducing congestion on I-880. It will also extend, by 4 miles, the

HOV system that connects northern Santa Clara County to Alameda County, a distance of about 20 miles. Finally, it will improve connectivity between I-880 and US 101, two critical elements of Santa Clara County's transportation network.

Project Benefits

A. Operations and Safety

The increased capacity, accompanied by strategic Intelligent Transportation System (ITS) deployment within and beyond the projects limits, will bring with it measurable benefits in terms of connectivity, mobility, safety, and access.

As noted above, the project represents a 20 percent increase in the length of the HOV system along I-880. This extension is an important step in the implementation of the Metropolitan Transportation Commission's (MTC's) 1997 High-Occupancy Vehicle Lane Master Plan Update for the San Francisco Bay Area. The project will also augment the Silicon Valley Smart Corridor (SVSC) ITS established along SR 17 and I-880 corridor from Los Gatos to Milpitas. The program is designated to collect and integrate real-time data with a variety of traffic management systems along the route, linking regional and local traffic operations centers.

With respect to mobility benefits, traffic volumes are projected to exceed current freeway capacity by 35 to 45 percent at bottleneck locations with the project area within the next 20 years. Traffic analyses indicate that the project will result in a significant overall reduction in vehicle hours of delay and in specific peak hour travel timesavings. More than 65 million vehicle hours of delay are expected to be saved over the 20-year life of the project, a reduction of more than 9,000 vehicle hours per day. During peak hour travel, this could mean a savings of 5 to 10 minutes over the 4.3-mile project segment.

Enhanced safety will be an additional benefit of the project. Congestion has been identified as the primary cause of accidents in the project area, with 68 percent of accidents classified as rear end collisions. The increased capacity provided by the HOV lanes is expected to result in up to a 9.7 percent reduction in injury accidents and a 26.3 percent reduction in the total number of collisions, based on statewide averages for comparable facilities.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets and Commerce

A final benefit will be improved access. With a current Average Daily Traffic (ADT) estimate of 205,000 vehicles, I-880 is the central approach to Santa Clara County from the north. Access to jobs, housing, and to the San Jose Mineta International Airport will all be positively impacted by the increased capacity and improved operations.

Project Risks

Risks associated with the project stem primarily from two sources: first, the project is still in the PA&ED phase; and second, the project will require considerable right of way acquisition. Consequently, many factors could affect cost and schedule. To mitigate this risk, current cost and schedule assumptions are conservative and include significant contingencies. VTA is currently conducting a value analysis study to determine if right-of-way needs can be reduced.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have launched the region-wide Freeway Performance Initiative. The intent is to advance a corridor based and performance driven transportation planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. The I-880 South Corridor is one of the 12 "Key Corridors" identified for analysis and development of a Corridor System Management Plan over the next 18 months.

Over the past several years, VTA has adopted a corridor management approach to planning and project development. This has been manifested in critical corridor-wide studies that examine not just need and impact within the project limits, but the more comprehensive interactions throughout the corridor. These studies propose solutions that work to the benefit of the corridor as a whole. As part of the CMIA process, VTA is reviewing the effects and lessons learned through this process with the intent of developing this approach into a formal corridor management plan.

Examples of the areas that will be addressed in the corridor management plan include the following:

- Continuation of the corridor study approach to assess corridor wide opportunities and impacts;
- Potential for the use of High Occupancy Toll (HOT) lanes or other means of congestion pricing to preserve the gains derived from improved capacity and operations;
- Continued enhancement and extension of ITS elements for improved operations.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency:	**Santa Clara Valley Transportation Authority (VTA)**	**Fact Sheet Date:**	**01/11/07**
Contact Person	John Ristow - Deputy Director, Programming & Project Development		
Phone Number	(408) 321-5713	Fax Number	(408) 321-5723
Email Address	John.Ristow@vta.org		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Santa Clara	4		219-29830K		880	4.4	8.7

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 10,13	Congressional: 15,16
	Assembly: 20,22,24	
Implementing Agency (by component)	PA&ED: VTA	PS&E: VTA
	R/W: VTA	CON: VTA
Project Title	**I-880 HOV Extension (SR-237 to US-101)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Location / Project Limits: On I-880 in Santa Clara County, between Old Bayshore Highway in the City of San Jose and Route 237 in the City of Milpitas. (4.3 mile segment)

Scope: Widen the freeway to add an HOV lane in each direction.

Description of Major Project Benefits

- Relieve congestion of I-880 corridor from SR 237 to US 101
- Enhance operational safety along the I-880 corridor
- Provide increased capacity to improve mobility
- Improve connectivity of Interregional System
- Continue an HOV system that extends over 20 miles northward to the vicinity of San Leandro and Hayward in Alameda County, consistent with MTC's 1997 HOV Lane Master Plan Update
- Improve ITS deployment along the Highway 17 and I-880 Corridor from Los Gatos to Milpitas
- Enhance movement of goods

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		May-02
Notice of Preparation	Document Type: EIR	Jul-07
Begin Circulation of Draft Environmental Document		Sep-08
Final Approval of Environmental Document		Jun-09
Completion of plans, specifications, and estimates		Feb-11
Right-of-way certfication		Mar-11
Ready for advertisement		Apr-11
Construction contract award		Aug-11
Construction contract acceptance		Sep-13

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Santa Clara	4	0	219-29830K	0
Project Title:	I-880 HOV Extension (SR-237 to US-101)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	6,100	0	0	0	0	0	6,100
PS&E	0	0	6,800	0	0	0	0	6,800
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	58,200	0	0	0	0	58,200
CON	0	0	0	0	71,600	0	0	71,600
TOTAL	0	6,100	65,000	0	71,600	0	0	142,700

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E			6,800					6,800
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W			58,200					58,200
CON					62,700			62,700
TOTAL	0	0	65,000	0	62,700	0	0	127,700

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source: 2008 State Transportation Improvement Program - RIP - New (Santa Clara)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		6,100						6,100
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON					8,900			8,900
TOTAL	0	6,100	0	0	8,900	0	0	15,000

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

I-880 Improvements – SR 237 to US 101

Project Scope

This project will widen I-880 to add a High Occupancy Vehicle (HOV) lane in each direction. The project limits are On I-880 in Santa Clara County between Old Bayshore Highway in the City of San Jose and Route 237 in the City of Milpitas.

Project Cost Estimate

Proposed Total Project Cost (escalated)	
Component	Cost
E&P (PA&ED)	6,100,000
PS&E	6,800,000
R/W	58,200,000
CON	71,600,000
TOTAL	142,700,000

- **Project Schedule**

Phase	Begin	Complete
Environmental	On-Going	Jun-09
Right of Way	Jun-09	Mar-11
Design	Jun-09	Feb-11
Construction	Aug-11	Sep-13

Project Benefits:

- The increased capacity, accompanied by strategic Intelligent Transportation System (ITS) deployment within and beyond the project limits, will bring with it measurable benefits in terms of connectivity, mobility, safety, and access.
- This extension is an important step in the implementation of the Metropolitan Transportation Commission's (MTC's) 1997 High-Occupancy Vehicle Lane Master Plan Update for the San Francisco Bay Area. The project will also augment the Silicon Valley Smart Corridor (SVSC) Intelligent Transportation System (ITS) established along the Highway 17 and I-880 corridor from Los Gatos to Milpitas. The program is designed to collect and integrate real-time data with a variety of traffic management systems along the route, linking regional and local traffic operations centers with fiber optics.
- With respect to mobility benefits, traffic volumes are projected to exceed current freeway capacity by 35 to 45 percent at bottleneck locations within the project area within the next 20 years. Traffic analyses indicate that the project will result in a significant overall reduction in vehicle hours of delay and in specific peak hour travel timesavings. More than 65 million vehicle hours of delay could be saved over the 20-year life of the project, a reduction of more than 9,000 vehicles hours per day. During peak hour travel this could mean a savings of 5 to 10 minutes over the 4.3-mile segment.

- Enhanced safety will be a third key benefit. Congestion has been identified as the primary cause of accidents in the project area, with 68 percent of accidents classified as rear end collisions. The increased capacity provided by the two HOV lanes is expected to result in up to a 9.7 percent reduction in injury accidents and a 26.3 percent reduction in the total number of collisions, based on statewide averages for comparable facilities.
- A final benefit will be improved access. With a current Average Daily Traffic (ADT) estimate of 205,000 vehicles, I-880 is the central approach to Santa Clara County from the north. Access to jobs, to housing, and to San Jose Mineta International Airport will all be positively impacted by the increased capacity and improved operations.

District: 4

PROJECT: I-880 Widening from 101 to 237

Project # 34
EA: 219-29830K
PPNO:

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	6	6
Number of HOV Lanes	0	2
HOV Restriction (2 or 3)	2	
Highway Free-Flow Speed	75	75
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	4.3	4.3
Affected Area	4.3	4.3

Average Daily Traffic		
Current	205,000	
	w/o Project	w/ Project
Base (Year 1)	206,905	206,905
Forecast (Year 20)	225,000	225,000
Average Hourly HOV Traffic (if HOV lanes)	3,593	3,593
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	9%	9%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	1	0.00
Injury Accidents	253	0.26
Property Damage Only (PDO) Accidents	673	0.70

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	0.84	0.80
Percent Fatal Accidents	2%	2%
Percent Injury Accidents	37%	26%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

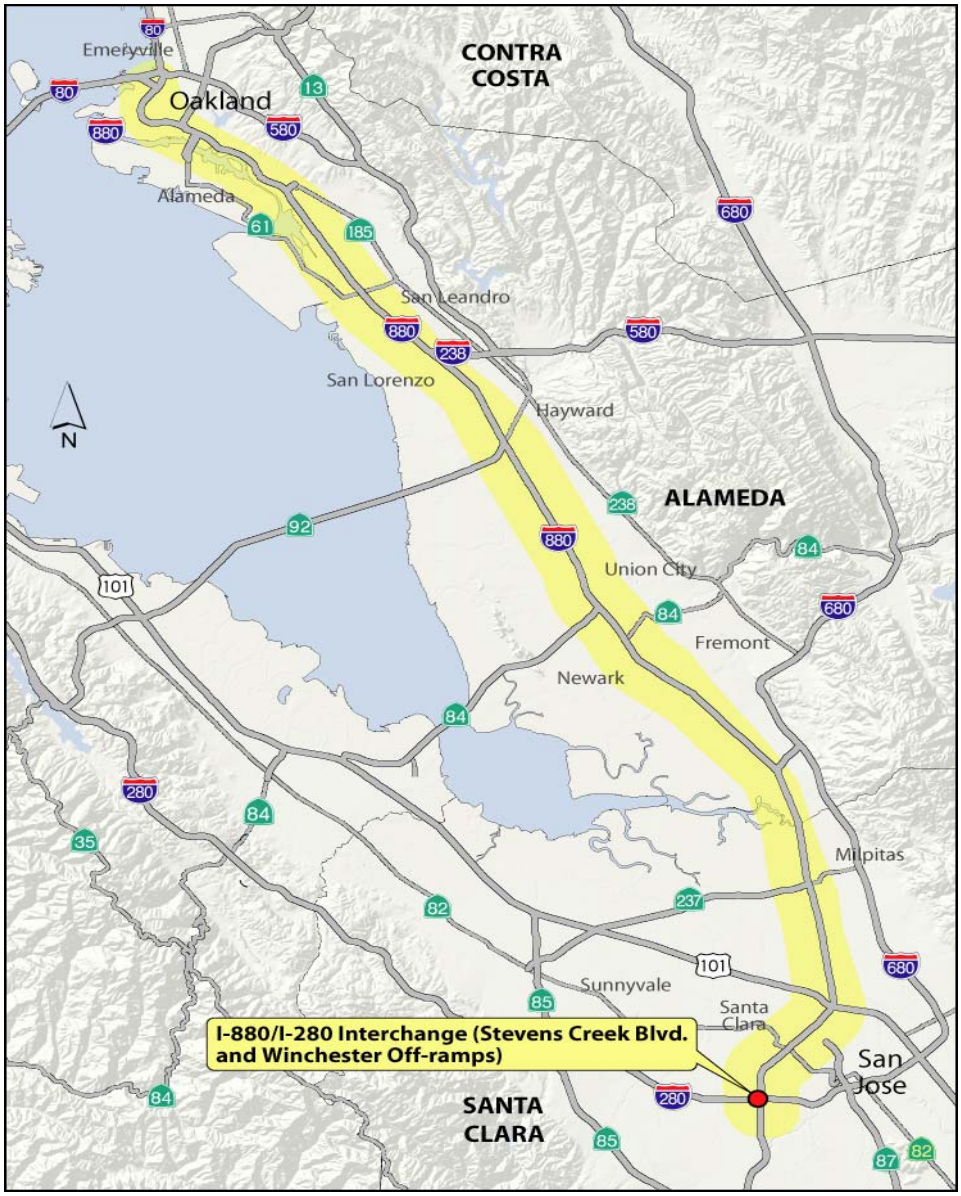
TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	
2007-08	$ 6,100,000
2008-09	$ 65,000,000
2009-10	$ -
2010-11	$ 35,800,000
2011-12	$ 35,800,000
2012-13	
After	
TOTAL	$ 142,700,000
Escalation Factor	3.5%

Project Location Map

I-880/I-280 Interchange Improvements
(Stevens Creek and Winchester Off-Ramps)



January 10, 2007

CMIA PROJECT NARRATIVE

I-880 South Corridor in Santa Clara County:
I-880 (Stevens Creek Blvd.)/I-280 (Winchester Blvd.) Improvements

Travel Corridor Description

Interstates 280 and 880 are part of the Freeway and Expressway system, National Truck Network and Interregional Road System. These freeways are important routes for moving goods and freight through, into, and out of the region, serving statewide, national and international markets. They are also major routes that Santa Clara County residents and visitors use daily for travel to home, work, shopping and leisure destinations.

The I-880 corridor is primarily an eight-lane facility between I-980 and SR237 and a six-lane highway between SR 237 and I-280, with numerous auxiliary lanes between major interchanges. Traffic along this route has continued to increase over the last twenty years as more commuters travel to and from the Silicon Valley, primarily the "Golden Triangle" area bounded by SR 237, Route 101 and I-880. Increases in traffic volumes over the past 30 years from the Tri-Valley area and the Central Valley in the north and the San Jose area to the south are well documented. I-880 is identified as a "gateway of regional significance" in the 1998 Interregional Transportation Strategic Plan (ITSP), particularly for pacific trade.

Project Function

The project proposes to improve the connection between NB I-280 and NB I-880 to relieve traffic congestion and improve safety. The section between I-880 (Stevens Creek Blvd.) and I-280 (Winchester Blvd.) requires improvements due to congestion and delay, particularly at the single-lane collector-distributor ramp between I-280 and the Stevens Creek Boulevard off-ramp. These segments are heavily traveled due to the high traffic volume from residential, business, and retail locations along the collector-distributor arterials. Stevens Creek Boulevard is a major east-west arterial located just north of I-280 that serves numerous traffic generators such as Santana Row and the Valley Fair mall.

The project includes operational and safety improvements, including a braided ramp structure to separate the merge and weave improvements from northbound I-280 to northbound I-880, and to relieve traffic congestion at the ramp termini at Stevens Creek Boulevard. Additional components include a new northbound I-280 off-ramp at Winchester Boulevard. It will also include ramp improvements to separate traffic for the northbound collector/distributor ramp and improve the northbound I-880 diagonal on-ramp.

Project Benefits

A. Operations and Safety

This project will improve traffic operations and minimize traffic delays along I-880 and I-280. More specifically, it will relieve the merging and weaving problems between the northbound I-280 to northbound I-880 connector ramp and the Stevens Creek Boulevard

off-ramp and improving operations for traffic proceeding to northbound I-880. Traffic congestion at this location is particularly apparent due to the close proximity of major regional retail destinations along Stevens Creek Boulevard and backups frequently extend onto the freeway mainline lines.

Enhanced safety will be another benefit of the project. Congestion has been identified as a major cause of accidents within the project limits, many of which are rear-end collisions. Implementing the operational improvements should result in a measurable reduction in the number of congestions-related accidents.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets and Commerce

Major retail, business, and facility traffic generators within this corridor include: Silicon Valley, downtown San Jose, San Jose International Airport, San Jose State University, HP Pavilion at San Jose, Center for Performing Arts, Children's Discovery Museum, Tech Museum of Innovation, Valley Fair Mall, Great Mall, and Santana Row. Additionally, new housing developments adjacent to Winchester Boulevard, Stevens Creek Boulevard, and the I-880/I-280 interchange have put a strain on the existing freeway and distributor/collector system, thereby further reducing reliable access to and from this area. Relieving congestion at the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard though providing ramp improvements will provide increased capacity, thereby facilitating access to jobs, housing, markets and commerce.

Project Risks

The project is well-positioned with regards to risk management in terms of cost, schedule, and anticipated benefits. The project is in the PA&ED phase of environmental clearance. The anticipated project benefits are based on current data and extensive traffic analyses, thus resulting in negligible risk in terms of project data validation.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission (MTC) have launched the region-wide Freeway Performance Initiative. The intent is to advance a

corridor based and performance driven transportation planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. The I-880 South Corridor is one of the 12 "Key Corridors" identified for analysis and development of a Corridor System Management Plan over the next 18 months.

Over the past several years, VTA has adopted a corridor management approach to planning and project development. This has been manifested in critical corridor-wide studies that examine not just need and impact within the project limits, but the more comprehensive interactions throughout the corridor. These studies propose solutions that work to the benefit of the corridor as a whole. As part of the CMIA process, VTA is reviewing the effects and lessons learned through this process with the intent of developing this approach into a formal corridor management plan.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency:	**Santa Clara Valley Transportation Authority (VTA)**		**Fact Sheet Date:**	**01/11/07**
Contact Person	John Ristow - Deputy Director, Programming & Project Development			
Phone Number	(408) 321-5713	Fax Number	(408) 321-5723	
Email Address	John.Ristow@vta.org			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Santa Clara	4				880		

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 13,15	Congressional: 15
	Assembly: 24	
Implementing Agency (by component)	PA&ED: VTA	PS&E: VTA
	R/W: VTA	CON: VTA
Project Title	**I-880/I-280 Interchange Improvements (Stevens Creek Blvd and Winchester Off-Ramps)**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Location / Project Limits: On I-880 in the City of San Jose, Santa Clara County, extending from Stevens Creek Blvd to the I-280 and I-280 to Winchester Blvd

Scope: Construct operational and safety improvements as follows:

- Ramp improvements to separate traffic for the NB collector-distributor ramp
- Improve intersection of the NB 280/880 ramp termini at Stevens Creek
- Remove NB 880 to WB loop onramp to Stevens Creek
- Improve NB 880 diagonal on-ramp
- Construct NB 280 off-ramp at Winchester Blvd.

Description of Major Project Benefits

- Relieve congestion at I-880 & I-280 corridors at Stevens Creek Blvd. & Winchester Blvd.)
- Improve operational safety along the I-880 corridor and I-280 corridor
- Provide increased capacity to improve mobility
- Improve connectivity of Interregional System
- Improve ITS operations and overall corridor traffic flow through effective use of ramp metering.
- Enhance movement of goods
- Improve traffic operations and minimize traffic delays along I-880 and I-280.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Jan-07
Notice of Preparation	Document Type: IS/ EA	Mar-07
Begin Circulation of Draft Environmental Document		Mar-08
Final Approval of Environmental Document		Dec-08
Completion of plans, specifications, and estimates		Jan-10
Right-of-way certfication		Jan-10
Ready for advertisement		Feb-10
Construction contract award		Jul-10
Construction contract acceptance		Oct-11

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Santa Clara	4	0	0	0
Project Title:	I-880/I-280 Interchange Improvements (Stevens Creek Blvd and Winchester Off-Ramps)			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	1,000	1,000	0	0	0	0	0	2,000
PS&E	0	6,000	0	0	0	0	0	6,000
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	5,000	0	0	0	0	5,000
CON	0	0	0	57,000	0	0	0	57,000
TOTAL	1,000	7,000	5,000	57,000	0	0	0	70,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON				50,000				50,000
TOTAL	0	0	0	50,000	0	0	0	50,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:	State Transportation Improvement Program - RIP - New (Santa Clara)							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E		1,000						1,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W			1,000					1,000
CON				5,500				5,500
TOTAL	0	1,000	1,000	5,500	0	0	0	7,500

Funding Source:	SAFETEA Earmark							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		500						500
PS&E		5,000						5,000
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W			4,000					4,000
CON				1,500				1,500
TOTAL	0	5,500	4,000	1,500	0	0	0	11,000

Funding Source:	Local							
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	1,000	500						1,500
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	1,000	500	0	0	0	0	0	1,500

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

I-880/I-280 Improvements (I-880/Stevens Creek Blvd and I-280/Winchester Blvd in San Jose)

Project Scope

The project contains operational and safety improvements, including a braided ramp structure to separate the merge and weave movements and to relieve traffic congestion at the ramp termini at Stevens Creek Boulevard and new northbound 280 off ramp at Winchester Boulevard. The project limits on I-880 in the City of San Jose, Santa Clara County, extend from Stevens Creek Blvd. to the I-280 and I-280 to Winchester Blvd.

Project Cost Estimate

Proposed Total Project Cost (escalated)	
Component	Cost
E&P (PA&ED)	2,000,000
PS&E	6,000,000
R/W	5,000,000
CON	57,000,000
TOTAL	70,000,000

Project Schedule

Phase	Begin	Complete
Environmental	Jan-07	Dec-08
Right of Way	Jun-09	Jan-10
Design	Jun-09	Jan-10
Construction	Jul-10	Oct-11

Project Benefits:

VTA anticipates that building this project will improve traffic operations and minimize traffic delays along I-880 and I-280. Specifically, it will relieve the merge and weave problems at the northbound I-880 and southbound I-280 collector-distributor ramp exiting to Stevens Creek Boulevard and improve traffic proceeding to northbound Route I-880. Traffic congestion at this location is particularly bad due to the close proximity of major regional shopping destinations along Stevens Creek Boulevard.

Other operational benefits include enhanced overall traffic flow through the effective use of ramp metering, consistent with Intelligent Transportation Systems (ITS) focus. Enhanced safety will be another project benefit. Congestion has been identified as a major cause of accidents within the project limits, many of which are rear-end collisions. By implementing the operational improvements, VTA expects these improvements to result in a measurable reduction in the amount of congestion-related accidents.

District: 4

PROJECT: I-880 Improvements (Stevens Creek Blvd Off-Ramp) and I-280 Improvements (Winchester Off-Ramp)

Project # 880/280/SCB
EA:
PPNO:

1A PROJECT DATA

Type of Project	Remember to run model for both roads	
Select project type from list	Interchange	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	1.5	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		3	3
Number of HOV Lanes		1	1
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)			0
Length (in miles)	Highway Segment	2.0	2.0
	Affected Area	2.0	2.0

Average Daily Traffic			
	Current	110,000	
		w/o Project	w/ Project
	Base (Year 1)	112,594	112,594
	Forecast (Year 20)	145,450	145,450
Average Hourly HOV Traffic (if HOV lanes)		1,200	1,200
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		3%	3%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	1	0.00
Injury Accidents	165	0.68
Property Damage Only (PDO) Accidents	471	1.96

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	0.84	0.84
Percent Fatal Accidents	2%	2%
Percent Injury Accidents	37%	37%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

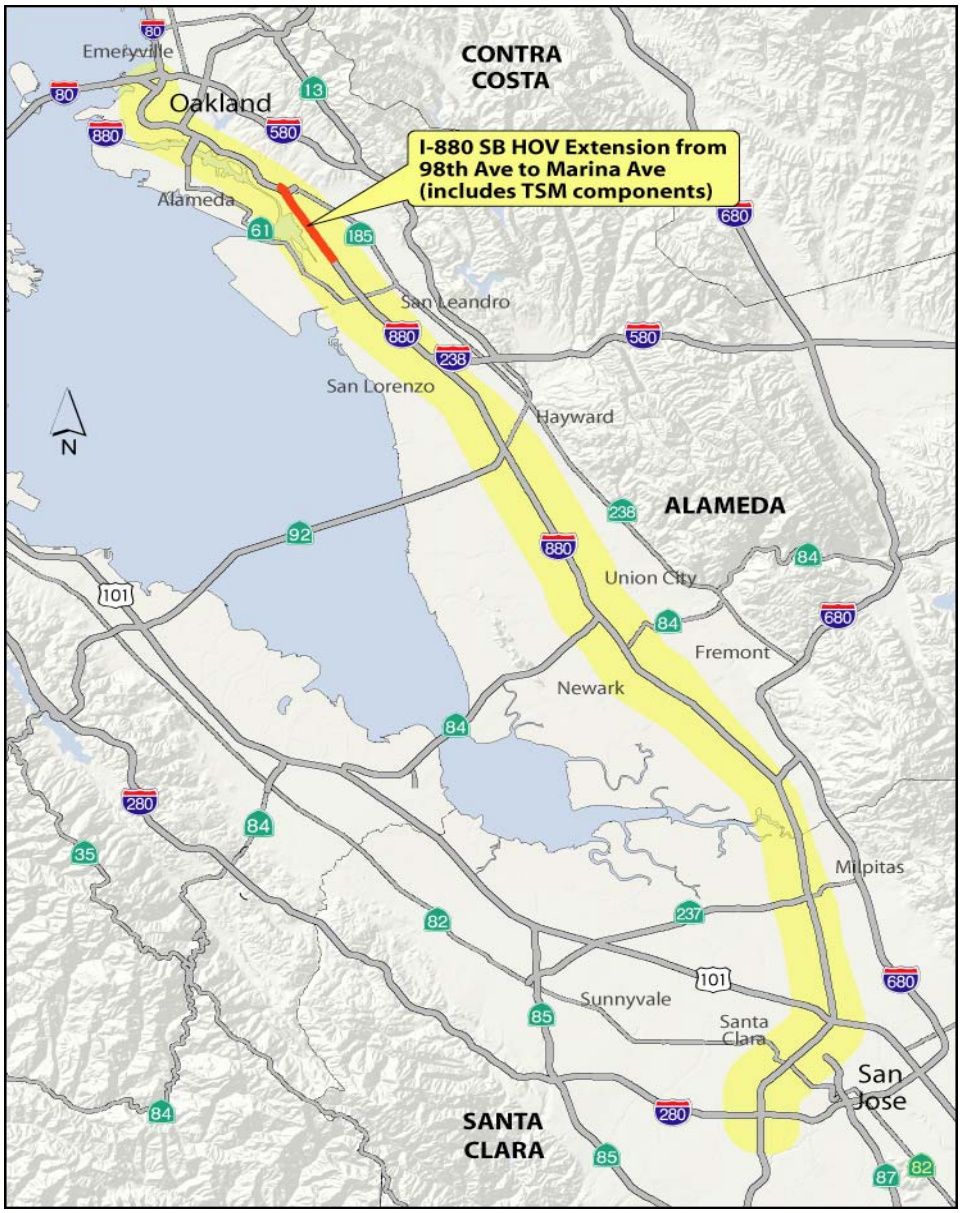
From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	$ 2,000,000
2009-10	$ 21,000,000
2010-11	$ 47,000,000
2011-12	
2012-13	
After	
TOTAL	$ 70,000,000
Escalation Factor	3.5%

Project Location Map

Widen I-880 for HOV Lanes Southbound from South of Marina Blvd. to South of Hegenberger Rd.



January 10, 2007

CMIA PROJECT NARRATIVE

ALAMEDA-I-880 SB HOV Lanes from Marina Boulevard in San Leandro to Hegenberger Road in Oakland

Travel Corridor Description

Interstate 880 (I-880) extends 35 miles through Alameda County and is the fifth most congested freeway corridor in the San Francisco Bay Area. The 880 corridor is a major local and regional commute and trade corridor centrally located within the Bay Area. It is a strategic route providing connectivity between densely populated residential areas and many major commercial and industrial centers. The corridor plays a key role in freight and goods movement, directly serving the Port of Oakland, the fourth busiest port in the United States. The corridor includes a freeway network (with I-880 and I-580 running north-south, and freeway connectors running east-west including I-980 and SR 238), major arterials which absorb diversion from the freeway networks, and a transit network, which includes a rail system, and multiple bus transit lines. The efficient operation of I-880 is of critical economic importance to the region and the state as well as the entire nation.

The I-880 corridor is primarily an eight-lane facility, with numerous auxiliary lanes between major interchanges. I-880 is included in California's Freeway and Expressway System and is identified as a State Interregional Road System Route. The I-880 corridor is a major regional freeway facility that extends between I-280 in San Jose and I-80 in Oakland and intersects with US 101, SR 237, SR 262, SR 84, SR 92, I-238, SR 61, SR 260 and I-980. Not only does I-880 serve as a major commute and freight truck line along the east side of San Francisco Bay, it provides connections to three east-west transbay crossings (San Francisco/Oakland, San Mateo and Dumbarton Bridges). An HOV lane is currently in place for about two-thirds of the length of the corridor. Transportation management systems (TMS) have been widely deployed in the corridor, including: ramp metering and HOV bypass lanes at meters; incident and emergency management systems; changeable message signs on freeways and arterials; and coordinated traffic signal systems on all major arterials. Public transit services paralleling the freeway are also widely available, including Bay Area Rapid Transit (BART) rail and Alameda-Contra Costa (AC) Transit bus service.

Project Function

The proposed project will extend the existing southbound HOV lane on I-880 three miles from its current beginning point, south of the Marina Boulevard overcrossing in San Leandro, to just south of the Hegenberger Road overcrossing in Oakland. In order to accommodate the widening required for the HOV lane, the project will reconstruct non-standard bridges over I-880 at Davis Street and Marina Boulevard. Reconstruction will eliminate existing bridge columns that prohibit the widening of I-880 to accommodate standard mainline lane widths, standard shoulders where feasible, and the proposed HOV lane. This project also includes the installation of TOS devices where gaps in coverage currently exist.

Project Benefits

A. Operations and Safety

A bottleneck currently develops north of Marina Boulevard and congestion on southbound 880 occurs just north of the current HOV lane in the proposed project area and causes delays of up to 7 minutes (410 vehicle-hours) from Hegenberger Road to the Route 238 interchange during the PM peak period. Existing traffic volumes are fairly high. The AM peak period volumes are in the mid 7,000's and PM peak volumes are in the upper 7,000's. The 2030 Regional Transportation Plan (RTP) forecasts AM and PM volumes in the mid 8,000's and 9,000's. With these volume levels, it is expected that congestion in both AM and PM will increase in the future. The proposed I-880 southbound HOV lane project will serve to alleviate existing and projected congestion along this corridor, as well as upgrade the facility to meet safety and operational requirements.

Currently, the southbound I-880 HOV lane begins at the Marina Boulevard interchange, continues south and terminates at Mission Boulevard. In Santa Clara County, the southbound 880 HOV lane begins at Dixon Landing Road and continues to SR 237. A segment from Mission to Dixon Landing is currently under construction and will close the gap. This project extends the southbound HOV lane from Marina Boulevard to south of Hegenberger Road and in conjunction with another proposed project to widen I-880 for an HOV lane from SR 237 to US 101, would provide a continuous southbound HOV lane on I-880 from Oakland to US 101 in Santa Clara County. The HOV network would allow HOV lane users and transit riders increased timesavings and would encourage commuters to rideshare.

This section of the I-880 corridor experiences an annual average daily traffic (AADT) volume of approximately 113,000 vehicles. The current overall daily delay is approximately 410 vehicle hours of delay per day. Truck traffic percentages range from 4.4% to 10.7% of the total daily traffic The project will add an HOV and auxiliary lane in the southbound direction increasing vehicle occupancy in the corridor, reducing delays for HOV and mixed-flow vehicles and help complete the HOV network between Alameda and Santa Clara counties. The project will also reconstruct the non-standard overcrossings (15.4 feet), that are routinely hit by oversized vehicles, to allow for increased safety and standard vertical clearance (16.5 feet). Correction of this deficiency will improve reliability of the route for trucking and Port movements, and thus improve the reliability of commuter travel and commerce.

B. Air Quality

Alameda County is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the National attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. However, the Region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as motorist travel times and speeds increase, significant reductions in air pollutant emissions will be attained.

C. Access to Jobs, Housing, Markets, and Commerce

The I-880 corridor serves the Port of Oakland, Oakland International Airport and the Oakland Intermodal Gateway Terminal (the Joint Intermodal Terminal), the Oakland/McAfee Coliseum and Oracle Arena, as well as a major concentration of industrial land uses. I-880 serves as both an access route for major inter-regional shippers and a primary intra-regional goods-movement corridor. Trucks comprise between 4% and 11% of the AADT in the corridor. This HOV lane project will extend the existing southbound HOV lane 3, miles on I-880 from south of Marina Boulevard to Hegenberger, improving commute and freight travel times and access to jobs and housing in the corridor.

Project Risks

I-880 between Marina Boulevard and Hegenberger Road includes a number of intermediate freeway crossings. The scope of the impacts to these crossings may not have been fully identified to determine what work may be needed to provide for the HOV lane at these crossings. These crossings include overcrossings at Williams Street, Davis Street, and 98th Avenue. There are also undercrossings at the Union Pacific Railroad tracks and San Leandro Creek. In addition, work required to upgrade the freeway to current highway standards within the project's limits may not be known at this conceptual phase of the proposal. There are several residential developments west of I-880 adjacent to the southbound freeway lanes. The scope of the impacts to these homes may not be fully known until studies are completed. The scope of the impact to Warden Avenue Park and the necessary mitigation measures may also not be fully identified.

Corridor System Management Plan / Preserving Mobility Gains

The I-880 Corridor has been presented as a Corridor Management Plan (CMP) model throughout the State. The CMP represents the first attempt by Caltrans District 4 and the Metropolitan Transportation Commission to develop a phased approach that integrates operational analysis with more traditional system planning, using a foundation of comprehensive performance assessment and evaluation.

Subsequently, Caltrans District 4 and MTC have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to continue advancing the Model CMP, employing tested system management principles and strategies to maximize the efficiency of the existing transportation infrastructure.

I-880 is already rich in ITS infrastructure, and the region is committed to implementing system management practices in this corridor. An HOV lane has been in operation in the southern two-thirds of this corridor for 15 years. There is a dense deployment of ITS elements, including 57 Closed Circuit Television cameras, 13 Changeable Message Signs, 12 Extinguishable Message Signs, 6 Highway Advisory Radio, and 167 Traffic Monitoring Stations. Freeway on-ramps have been controlled by ramp meters along the entire length of the corridor from Jackson Street in Oakland to SR-237 for 10 years. Of the 98 on-ramps on this section of the I-880 corridor, 86 of them are currently metered.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Alameda County Congestion Management Agency		**Fact Sheet Date:**	**01/11/07**
Contact Person	Frank Furger		
Phone Number	(510) 836-2560	Fax Number	(510) 836-2185
Email Address	ffurger@accma.ca.gov		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Alameda	4	0036F	3A920K		880	22.6	25.5

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 9	Congressional: 13
	Assembly: 16	
Implementing Agency (by component)	PA&ED: ACCMA/Caltrans	PS&E: ACCMA/Caltrans
	R/W: ACCMA/Caltrans	CON: ACCMA/Caltrans
Project Title	**I-880 Southbound HOV Lane Extension - Marina to Hegenberger**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

The project proposes to extend the existing southbound HOV lane on I-880 for approximately 3 miles from about 1000ft south of Marina Boulevard in San Leandro to just south of Hegenberger Road in Oakland. The scope of work also includes replacement of the Davis Street and Marina Boulevard overcrossings.

Description of Major Project Benefits

Reduce traffic congestion and delays and improve regional connectivity. Increase vehicle occupancy. Reconstruction of the Davis Street and Marina Boulevard overcrossings will upgrade nonstandard vertical clearences to current standards.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

None

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		Apr-07
Notice of Preparation	Document Type: FONSI/MND	Jul-07
Begin Circulation of Draft Environmental Document		Sep-08
Final Approval of Environmental Document		Jul-09
Completion of plans, specifications, and estimates		Jan-11
Right-of-way certfication		May-11
Ready for advertisement		May-11
Construction contract award		Oct-11
Construction contract acceptance		Dec-13

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	0036F	3A920K	0
Project Title:	I-880 Southbound HOV Lane Extension - Marina to Hegenberger			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	2,000	0	0	0	0	0	2,000
PS&E	0	0	9,500	0	0	0	0	9,500
R/W SUP (CT) *	0	0	500	0	0	0	0	500
CON SUP (CT) *	0	0	0	0	10,900	0	0	10,900
R/W	0	0	0	0	1,400	0	0	1,400
CON	0	0	0	0	83,700	0	0	83,700
TOTAL	0	2,000	10,000	0	96,000	0	0	108,000

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		2,000						2,000
PS&E			9,500					9,500
R/W SUP (CT) *			500					500
CON SUP (CT) *					10,900			10,900
R/W				0	1,400			1,400
CON				0	83,700			83,700
TOTAL	0	2,000	10,000	0	96,000	0	0	108,000

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 11-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	0036F	3A920K	0
Project Title:	I-880 Southbound HOV Lane Extension - Marina to Hegenberger			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

BASIS OF PROJECT SCOPE, COST, SCHEDULE, AND BENEFITS

I-880 SOUTHBOUND HOV LANE

- **Project Scope**
  - This project is currently in the planning phase. The project scope was developed based on information from the ongoing Project Study Report (PSR). The PSR is scheduled to be completed by April 2007.

- **Project Cost Estimate**
  - Costs used in this application are based on information from the ongoing Project Study Report. Project costs have been developed based on quantity takeoffs and recent bid prices for similar projects in District 4. PSR cost estimates for the HOV Lane project have been developed in 2006 dollars, escalated to the midpoint of construction.

  - A review of Caltrans published construction cost increases show substantial growth in the index since 2003 (index grew from 148.6 in 2003 to 268.3 in 2005, up 40% per year statewide). Analysis for longer terms reveals the following results:
    - From 1986, the average growth to 2005 was 3.1% for roadway items and 2.9% for bridge items
    - From 1996, growth was 5.0% for both bridge and roadway

  - From 2000, growth was 7.2% for roadway items, and 6.8% for bridge
    Based on the above analysis, we are assuming the following escalation factors from the base estimates:
    - 7% compounded annually for construction items
    - 4% compounded annually for professional services

- **Project Schedule**
  - The schedule was developed based on information from the Project Study Report and PEAR. It is based on a risk design approach in which the environmental clearance effort and final design effort will be undertaken concurrently. It assumes 24 months for developing and clearing the environmental document (mitigated ND/FONSI), and 22 months to secure the right of way. The right of way required for this project includes property rights from Union Pacific Railroad.

- **Project Benefits:**
  - The project benefits were derived from the following documents:
    - Information from studies for the PSR that is under development
    - Studies undertaken by the Department in the corridor

- **Transportation 2030 Plan for the San Francisco Bay Area** – FINAL – February 2005

RTP (T2030) Project Description	Page	ID#
Ala 880 – Widen I-880 for HOV lanes northbound from Hacienda overcrossing to 98th Avenue and southbound from 98th Avenue to Marina Boulevard	90	22670 Partial

(Copies of these reports are available upon request. See Project Narrative for a detailed description of the project benefits)

- **Project Contingency Funding**
  - The project cost estimate was developed based on a 20% contingency and a 7% construction cost escalation rate extended to midyear of construction. Should the project cost increases, funding for the increase will be secured from future STIP or local funding sources.

District:	4	Project #	33
		EA:	OA710K
PROJECT:	I-880 Extended HOVs North to 98th Avenue, Hayward/San Leandro/Oakland	PPNO:	

1A PROJECT DATA

Type of Project	Enter HOV restriction in section 1B	
Select project type from list	HOV Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	3	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	8	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes		0	1
HOV Restriction (2 or 3)		2	
Highway Free-Flow Speed		65	70
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.0	3.0
	Affected Area	3.0	3.0

Average Daily Traffic			
	Current	115,000	
		w/o Project	w/ Project
	Base (Year 1)	116,091	116,091
	Forecast (Year 20)	123,000	123,000
Average Hourly HOV Traffic (if HOV lanes)		1,520	1,615
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		15%	15%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	1520	458
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	3	0.01
Injury Accidents	170	0.45
Property Damage Only (PDO) Accidents	443	1.17

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.21	1.21
Percent Fatal Accidents	0.5%	0.5%
Percent Injury Accidents	30.9%	30.9%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

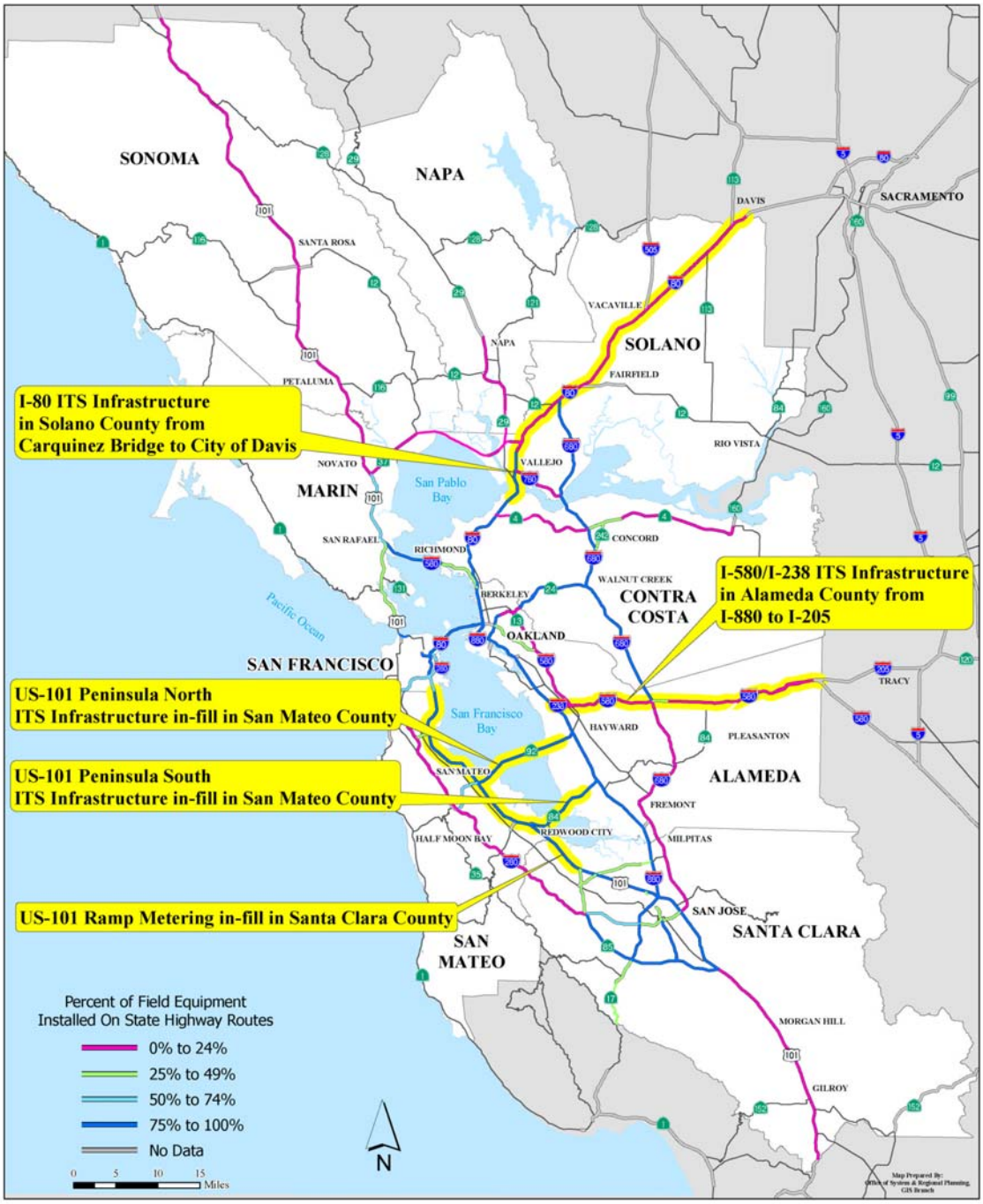
From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	$ -
2010-11	$ 54,000,000
2011-12	$ 27,000,000
2012-13	$ 27,000,000
After	
TOTAL	$ 108,000,000
Escalation Factor	3.5%

Metropolitan Transportation Commission
Corridor Mobility Improvement Account
Program of Projects

Regional System Management Projects



January 10, 2007

Bay Area Proposed CMIA System Management Projects

The Bay Area's freeway system extends approximately 620 miles throughout the region and accounts for about 60% of all miles driven by trucks and passenger vehicles. Extensive portions of the system, primarily the region's core freeways, are currently equipped with at least some Traffic Operations Systems (TOS) field elements, many of which are linked to the regional Transportation Management Center (TMC) in downtown Oakland. However, many sections, critical to the movement of goods, services, commute and recreational traffic, lack the basic equipment required to effectively manage traffic, improve travel time reliability, enhance safety and ultimately reduce the levels of congestion currently experienced on these facilities.

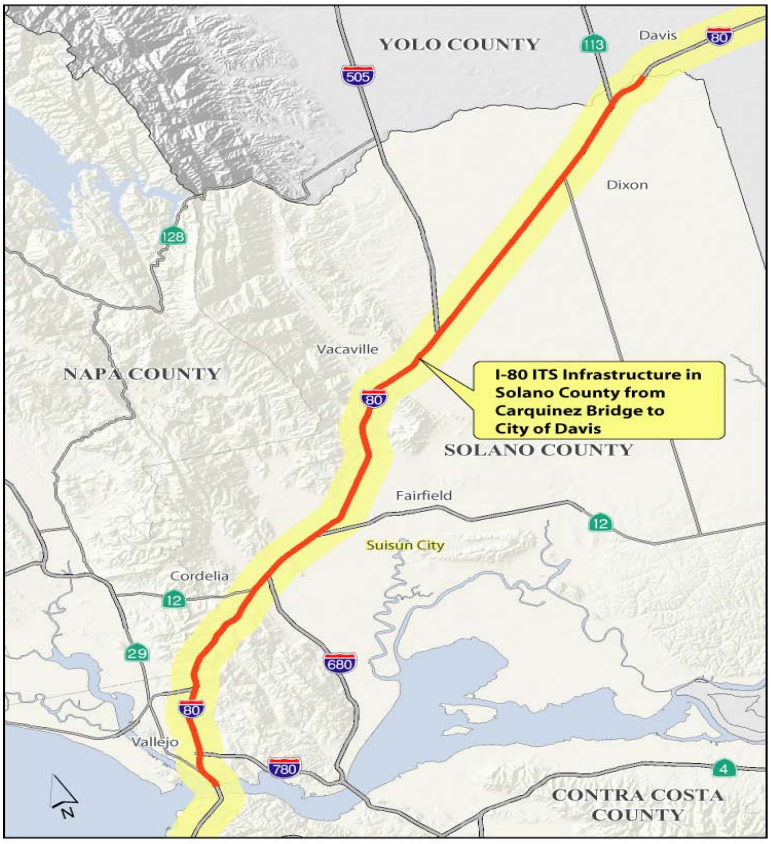
The Bay Area is committed to system management as a means to monitor performance, minimize congestion and provide for the safe and efficient movement of people, goods, services and information. The regional system management strategy being proposed for CMIA funds includes five discrete components focusing on three of the Bay Area's most important corridors: I-80 in Solano County, I-580 in Alameda County and US-101 in San Mateo and Santa Clara Counties. Project Study Reports have been prepared for each of the proposed projects and all have low risks for delivery. In addition, in order to minimize costs, the proposals have been comprehensively reviewed and re-scoped, to only include the most essential system management elements and provide communications (fiber-optics) only where it would significantly enhance interoperability and support multi-agency system management efforts.

As the number of vehicles and miles traveled increases on the Bay Area's freeway system and space available for widening diminishes, the need for efficient management of the existing infrastructure becomes increasingly important. TOS field elements, such as Closed Circuit Televisions (CCTV) cameras and Traffic Monitoring Stations (TMS) allow for the detection non-recurring congestion caused by incidents, and, through the TMC, those incidents can be responded to and cleared as quickly as possible to reduce delays and decrease the occurrence of secondary accidents. Information gathered through CCTV and TMS elements also allows the TMC to provide useful traveler information to motorists through other TOS elements. TOS elements, such as Highway Advisory Radios (HAR), Extinguishable Message Signs (EMS), Changeable Message Signs (CMS) and the Bay Area's 511 system provide a means of communicating messages quickly to motorists upstream of decision points, allowing them to make informed decisions on the best routes to their destinations.

In addition to non-recurrent congestion, TOS field elements and the TMC are also used to manage recurrent congestion through ramp meters. Ramp meters manage congestion by controlling traffic volumes entering a freeway and the TMC can set or change the timing schedules of the meters to match the capacity of the freeway when needed to prevent it form breaking down into congestion. This enables greater throughput and higher speeds to be maintained which results not only in less congestion but also reduced accident rates due to smoother traffic flows.

Project Location Map

I-80 ITS Infrastructure in Solano County from Carquinez Bridge to City of Davis



January 10, 2007

CMIA PROJECT NARRATIVE

I-80 ITS Infrastructure in-fill in Solano County from Carquinez Bridge to Davis

Travel Corridor Description

I-80 is included in California's Freeway and Expressway System and has been identified by the State as an Interregional Road System route. I-80 is a major transcontinental Interstate between the San Francisco Bay Area and the East Coast. Within California, the highway connects San Francisco with the Sierras via the Bay Area to the Sacramento metropolitan region and provides connectivity to I-5 to the north via I-505.
It has become increasingly important as a connector for the growing interregional commute between the Bay Area and Sacramento.

The I-80 – East Solano corridor extends from the Carquinez Bridge (Contra Costa/Solano County line) to the Solano/Yolo County line. It is approximately 44 miles in length and intersects with I-780, SR 37, SR 12, I-680, I-505 and SR 113. Growth in Solano County has had a significant effect on the transportation demand on I-80 due not only to I-80's connection to destinations outside the county but and to a lack of local facilities paralleling the Interstate. Demand factors pertinent to connectivity – including traffic convergence on I-80 from SR 12 to the North Bay and from I-680 to major growth areas in Contra Costa, Alameda and Santa Clara Counties, have greatly exacerbated congestion on I-80. This Interstate, as one of the two facilities that extend east of the region, is vital to interregional and regional commuting, freight movement and recreational travel.

Project Function

The proposed project will install Traffic Operations System (TOS) field elements on the I-80 East corridor from the Carquinez Bridge to the City of Davis to better manage traffic, improve travel reliability, and reduce congestion. TOS field elements included with this project include Closed Circuit Television (CCTV) cameras, Changeable Message Signs (CMS), Highway Advisory Radios (HAR), Extinguishable Message Signs (EMS), and Traffic Monitoring Stations (TMS). No trunkline communications hardware is being proposed as part of this project.

Project Benefits

A. Operations and Safety

Average daily traffic volumes for the I-80 East corridor range from 114,000 to 214,000 vehicles, with truck traffic accounting for between 4% and 7% of the daily traffic. Currently, significant stretches of the corridor experience high levels of daily congestion, resulting in total corridor delays about 2600 vehicle-hours per day.

In spite of its inter-regional significance, the I-80 East Solano corridor has very little TOS infrastructure currently in place. Because of the lack of funding in the Caltrans SHOPP 315 program, it has not been possible to provide the level of system management investment that is appropriate for a corridor of this importance. As a result, when major or minor incidents occur, there is typically no means to monitor traffic conditions or to

convey useful information to motorists. This situation is further exacerbated by the fact that for a distance of almost 40 miles, there are no viable local routes to detour traffic to when the freeway is blocked.

B. Air Quality

The nine-county region is also part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

The I-80 East Corridor carries significant levels of interregional recreation, commuter and freight traffic and serves as the second Interstate other than I-580 to connect to I-5. I-80 provides access to major interregional and regional Goods Movement corridors including I-5, SR 99, US 101 and I-880. Per the Regional Goods Movement Study currently being developed by the Metropolitan Transportation Commission (MTC), I-80 is one of the four primary truck corridors in the Bay Area.

Over the next 25 years, anticipated employment growth in Contra Costa and Solano Counties will increase by approximately 55%. In addition to this projected employment boom, population and numbers of households in both counties are expected to increase by approximately 47%.

Project Risks

A Project Study Report for this project is expected to be complete in January 2007 and the project environmental phase will begin when funding becomes available. The scope of the project is well defined and risks to the scope, cost and schedule are anticipated to be low. Nevertheless, potential cost increases could occur because this project has not reached the Project Report or design phase. Environmental impacts or required mitigation could result in cost increases and schedule delays. Fluctuations in the supply and costs of construction materials and the cost of labor could impact cost and schedule. A project risk management plan will also be implemented for this project to reduce and mitigate risks.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this

effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. A team of stakeholders within the corridor is now forming and a consultant team has been selected to begin a detailed performance assessment.

A strategic management plan will be developed to determine the most appropriate and cost-effective means to sustain mobility in the corridor, including ramp metering, enhanced integration between the freeway and transit, and improved incident management practices. Preliminary analysis and recommended strategies are anticipated by the summer of 2007. This initial planning work would lead into the development of an implementation plan for which Solano County has applied for a $250,000 State Planning & Research grant

Preservation of mobility gains on this corridor are also closely linked with land use and development. Because the freeway serves as the only major transportation link on most of the corridor, MTC is sponsoring an interregional study analyzing the potential benefits of smart growth for transportation and air quality along the I-80 corridor from Solano County through Sacramento to Placer County. The study is being conducted in partnership with the Association of Bay Area Governments, the Solano Transportaion Authority, SACOG and Caltrans.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Caltrans			**Fact Sheet Date:**	**01/09/07**
Contact Person	Alan S. Chow			
Phone Number	(510) 286-4577	Fax Number	(510) 286-4773	
Email Address	alan _s_chow@dot.ca.gov			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Solano	4	0263J	3A220K		80	0.00	44.72
Napa	4	0263J	3A220K		80	6.8	8.0
Contra Costa	4	0263J	3A220K		80	13.0	14.1

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 2, 5	Congressional: 3, 7, 10
	Assembly: 7, 8	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**I-80 ITS Infrastructure in Solano County from Carquinez Bridge to City of Davis**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

This project proposes to install Traffic Operations System (TOS) field elements on Route 80 in Solano County with minimal TOS equipment on adjoining Routes 12, 37, 505, 680 and 780 to support Route 80. The TOS field elements include Closed Circuit Television (CCTV) Cameras, Changeable Message Signs (CMS), Highway Advisory Radios (HAR), Extinguishable Message Signs (EMS), and Traffic Monitoring Stations (TMS).

Description of Major Project Benefits

This project is expected to improve travel time reliability, enhance safety, reduce delays, reduce non-recurring congestion, and to better utilize the roadway capacity.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		January 2007
Notice of Preparation	Document Type: IS/ND-CatEX	
Begin Circulation of Draft Environmental Document		February 2009
Final Approval of Environmental Document		August 2009
Completion of plans, specifications, and estimates		February 2012
Right-of-way certfication		February 2012
Ready for advertisement		August 2012
Construction contract award		December 2012
Construction contract acceptance		December 2015

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 9-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Solano	4	0263J	3A220K	0
Project Title:	I-80 ITS Infrastructure in Solano County from Carquinez Bridge to City of Davis			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	900	900	0	0	0	0	1,800
PS&E	0	0	0	940	940	940	0	2,820
R/W SUP (CT) *	0	0	65	65	65	65	0	260
CON SUP (CT) *	0	0	0	0	0	0	2,800	2,800
R/W	0	0	0	0	0	50	0	50
CON	0	0	0	0	0	25,700	0	25,700
TOTAL	0	900	965	1,005	1,005	26,755	2,800	33,430

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	900	900					1,800
PS&E				940	940	940		2,820
R/W SUP (CT) *			65	65	65	65		260
CON SUP (CT) *							2,800	2,800
R/W						50		50
CON						25,700		25,700
TOTAL	0	900	965	1,005	1,005	26,755	2,800	33,430

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 9-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Solano	4	0263J	3A220K	0
Project Title:	I-80 ITS Infrastructure in Solano County from Carquinez Bridge to City of Davis			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

District: 4

Project #: 44a1
EA: 3A2200
PPNO:

PROJECT: I-80 ITS infrastructure. Carquinez to Davis: EA# 3A220K - SOL 80 (Incident Management)

1A PROJECT DATA

Type of Project

Select project type from list: Incident Management

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

	Existing
Length of Peak Period(s) (up to 8 hrs)	4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	8
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	44.7	44.7
	Affected Area	44.7	44.7

Average Daily Traffic			
	Current	164,000	
		w/o Project	w/ Project
	Base (Year 1)	169,836	169,836
	Forecast (Year 20)	225,278	225,278
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	8	0.00
Injury Accidents	381	0.05
Property Damage Only (PDO) Accidents	1061	0.13

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)	1.26	1.26
Percent Fatal Accidents	1%	1%
Percent Injury Accidents	32%	32%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 8,055,000
2012-13	$ 8,055,000
After	
TOTAL	$ 16,110,000
Escalation Factor	3.5%

District:	4	Project #	44a2
		EA:	3A2200
PROJECT:	I-80 ITS Infrastructure. Carquinez to Davis: EA# 3A220K- SOL 80 (Traveler Information)	PPNO:	

1A PROJECT DATA

Type of Project		
Select project type from list	Traveler Information	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2 years	
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4 hours	

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	8	8
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	44.7	44.7
Affected Area	44.7	44.7

Average Daily Traffic		
Current	164,000	
	w/o Project	w/ Project
Base (Year 1)	169,836	169,836
Forecast (Year 20)	225,278	225,278
Average Hourly HOV Traffic (if HOV lanes)		0
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	9%	9%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	8	0.00
Injury Accidents	381	0.05
Property Damage Only (PDO) Accidents	1061	0.13

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.26	1.26
Percent Fatal Accidents	1%	1%
Percent Injury Accidents	32%	32%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 8,210,000
2012-13	$ 8,210,000
After	
TOTAL	$ 16,420,000
Escalation Factor	3.5%

District:	4	Project #	44b
		EA:	3A2200
PROJECT:	I-80 ITS Infrastructure. Carquinez to Davis: EA# 3A220K - CC 80 (Incident Management)	PPNO:	

1A PROJECT DATA

Type of Project		
Select project type from list	Incident Management	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	6	6
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	0.4	0.4
Affected Area	0.4	0.4

Average Daily Traffic		
Current	129,000	
	w/o Project	w/ Project
Base (Year 1)	133,590	133,590
Forecast (Year 20)	177,200	177,200
Average Hourly HOV Traffic (if HOV lanes)		0
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	9%	9%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 105,000
2012-13	$ 105,000
After	
TOTAL	$ 210,000
Escalation Factor	3.5%

District:	4	Project #	44C
		EA:	3A2200
PROJECT:	I-80 ITS Infrastructure. Carquinez to Davis: EA# 3A220K - NAP 80 (Incident Management)	PPNO:	

1A PROJECT DATA

Type of Project

Select project type from list: Incident Management

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	8
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	1.2	1.2
	Affected Area	1.2	1.2

Average Daily Traffic			
	Current	119,000	
		w/o Project	w/ Project
	Base (Year 1)	123,235	123,235
	Forecast (Year 20)	163,464	163,464
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

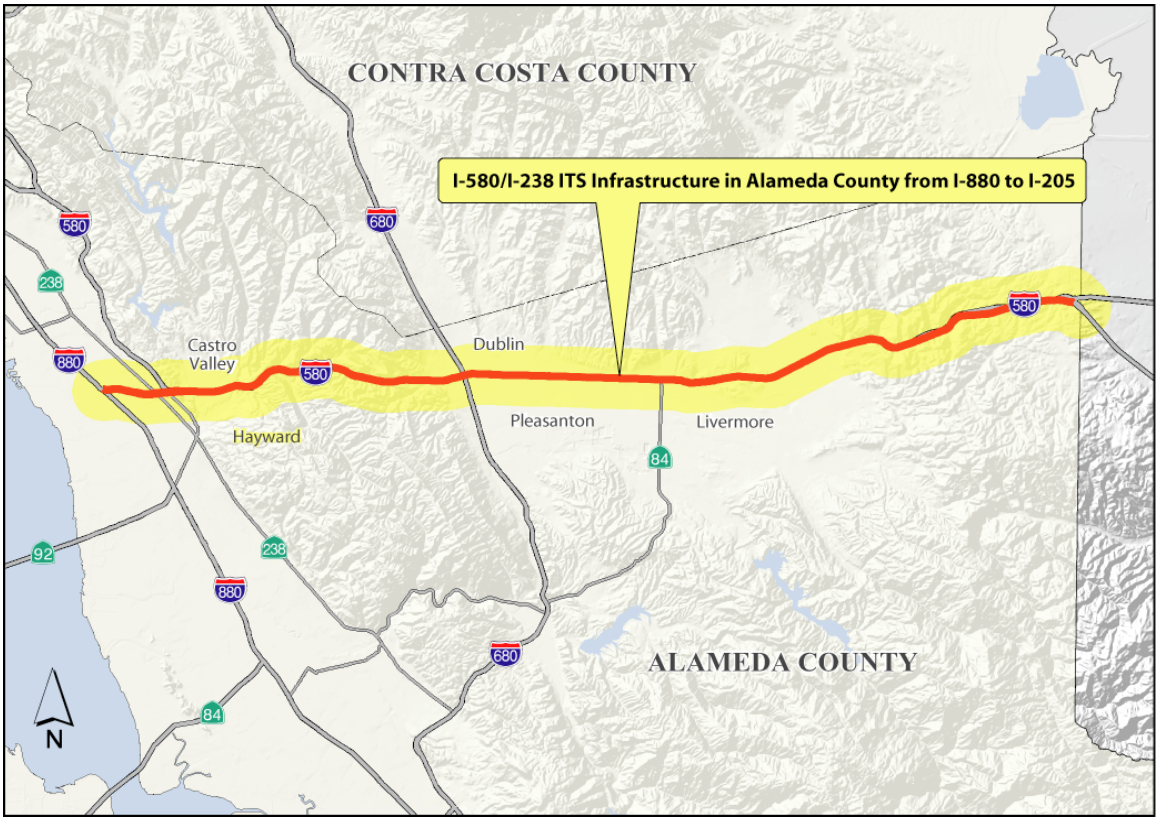
From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 330,000
2012-13	$ 330,000
After	
TOTAL	$ 660,000
Escalation Factor	3.5%

Project Location Map

I-580/I-238 ITS Infrastructure in Alameda County from I-880 to I-205



January 10, 2007

CMIA PROJECT NARRATIVE

I-580/I-238 ITS Infrastructure in-fill in Alameda County from I-880 to I-205

Travel Corridor Description

The I-580/I-238 corridor is a major inter-regional and regional east-west Interstate connection between the mid-portion of the San Francisco Bay Area and the I-5 corridor, the State's north-south Interstate. The corridor is 33 miles in length, extends from I-880 to I-5/I-205, and intersects with I-680 and SR84. Because of its connectivity with I-5 and SR 99 in the San Joaquin Valley, this corridor is critical to inter-regional and regional commuting. I-580/I-238 is vital to the movement of freight as it is part of the critical highway path to the Port of Oakland and it provides access to distribution centers in the San Joaquin Valley. As such, the corridor is the region's most significant travel path for 5+-axle trucks.

Project Function

The proposed project will install Traffic Operations Systems (TOS) field equipment and implement ramp metering to help relieve congestion, encourage the use of carpools and transit, and enhance safety along the I-580/I-238 corridor. The project limits extend from the I-880/I-238 interchange to the I-580/I-205 interchange in Alameda County. TOS field elements included with this project include Closed Circuit Television (CCTV) cameras, Changeable Message Signs (CMS), Highway Advisory Radios (HAR), Extinguishable Message Signs (EMS), and Traffic Monitoring Stations (TMS). No trunkline communications hardware is being proposed as part of this project.

Project Benefits

A. Operations and Safety

Average daily traffic volumes along the project segment range between 152,000 and 214,000. Truck traffic accounts for approximately 9.2% to 12.5% of the peak hour traffic volume over the project corridor. The current overall daily delay is approximately 15,000 vehicle-hours per day.

Although some TOS equipment has been installed in the I-580/238 corridor, this corridor is relatively poorly instrumented. Ramp meters have been in operation in the eastbound direction at three interchanges in Pleasanton since June 2003. Only two closed-circuit TV cameras (CCTV), one changeable message sign (CMS), and 29 traffic monitoring stations (TMS) are currently available to manage this critical corridor, far fewer than what is needed. A regionally funded project to install additional TOS elements and ramp meters through Pleasanton and Livermore will begin construction later this year, but large segments of the corridor will still have only limited monitoring capabilities. The project proposed for CMIA funding will deploy most of the additional TOS equipment required throughout the remainder of the corridor.

TOS equipment included in this project would provide benefits to motorists by increasing mobility and safety, and in improving the efficiency and productivity of the regional

transportation system. This is consistent with the goals of the CMIA. TOS elements accomplish this by playing a significant role in incident management and congestion management.

Implementing ramp metering in this corridor will help better manage traffic, which will ultimately reduce congestion. Ramp metering has proven to be an effective management method by controlling traffic volumes entering the freeway to prevent traffic demand from exceeding the facility's capacity, which results in the freeway breaking down into congestion. Additional benefits from metering on this corridor include the promotion of carpool and bus usage by providing preferential entry at high volume on-ramps, thus reducing delays for those vehicles, smoother traffic flow and reduced accidents resulting from congestion.

B. Air Quality

The nine-county region is part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in DVHD from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February 2005, the Metropolitan Transportation Commission (MTC) adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

I-580 is the major east/west interregional and international trade corridor connecting the Port of Oakland, Oakland International Airport, and major warehousing centers with I-5, the Central Valley and major freight distribution centers. I-580 is also a major commuter route between the East Bay and Silicon Valley employment centers and more affordable Central Valley housing. It is also a recreational route providing access to major destinations including the Sierra Nevada, Yosemite National Park and Southern California.

Project Risks

Two Project Study Reports have been approved for this project. It is expected that the environmental document will be a Categorical Exemption/Exclusion. Because the project scope is well-defined, risks to cost and schedule are low to medium. However, cost increases could occur on this project, as it has not yet reached the design phase. Environmental impacts or required mitigation could result in cost increases and schedule delays. Fluctuations in the supply and costs of construction materials and the cost of labor could impact cost and schedule.

The implementation of ramp metering will require cooperation with local agencies and may face opposition, which would affect schedule and cost. However, metering has already been implemented successfully in parts of this corridor, and there appears to be support from the cities.

It should be noted that the scope of this project, as outlined in the attached Caltrans Project Study Report, has been reduced for the CMIA submittal. The project scope for the Caltrans project included ITS infrastructure on the following routes: I-580, I-238 and I-680 within Alameda County; SR-4 and SR-160 in Contra Costa County; I-237, I-280, and I-680 in Santa Clara County and I-280 in San Mateo County. In an effort to reduce cost, the CMIA submittal is requesting $15 million to install ITS infrastructure on the I-580 and I-238 portions of the project only.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. A team of stakeholders within the corridor is now forming and a consultant team has been selected to begin detailed performance assessment

Another operational strategy being planned to manage congestion in this corridor is the establishment an HOV lane system. There are currently no mainline HOV lanes in this corridor; however, two HOV lane projects are being proposed. These projects would provide eastbound and westbound HOV lanes between the Hacienda/Foothill and Greenville interchanges. Also, the metered on-ramps have HOV bypass lanes. This project, in conjunction with the two HOV projects that are proposed, will help reduce congestion, increase the person-carrying capacity of the corridor, and ensure that the system can be managed to preserve mobility gains.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Caltrans			**Fact Sheet Date:**	**01/09/07**
Contact Person	Alan S. Chow			
Phone Number	(510) 286-4577	Fax Number	(510) 286-4773	
Email Address	alan _s_chow@dot.ca.gov			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Alameda	4	7965B	15113K		580	0.0	R31.0
Alameda	4	7965B	15113K		238	14.4	16.7
Alameda	4	0516C	15192K		580	0.1	R31.0

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 7, 10	Congressional: 10, 13
	Assembly: 15, 18	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**I-580/I-238 ITS Infrastructure in Alameda County from I-880 to I-205**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

This project proposes to complete the installation and implementation of a ramp metering system along Route 580 & Route 238 from the Route 880/Route 238 interchange to the Route 580/Route 205 interchange in Alameda County. In addition, Traffic Operations Systems (TOS) field elements such as Closed Circuit Television (CCTV) Cameras and Traffic Monitoring Stations (TMS) will be installed on Route 580/ 238.

Description of Major Project Benefits

This project is expected to help promote the usage of carpools, vanpools, and transit by providing preferential entry for carpools and buses at high volume on-ramps in the Route 580/238 corridor. In addition to the delay reducing benefits, the accident rate is expected to decrease due to smoother flow of traffic and less congestion.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		July 21, 2005
Notice of Preparation	Document Type: CE	
Begin Circulation of Draft Environmental Document		May 2009
Final Approval of Environmental Document		July 2009
Completion of plans, specifications, and estimates		February 2012
Right-of-way certfication		February 2012
Ready for advertisement		August 2012
Construction contract award		December 2012
Construction contract acceptance		December 2014

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 9-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Alameda	4	7965B	15113K	0
Project Title:	I-580/I-238 ITS Infrastructure in Alameda County from I-880 to I-205			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	450	450	0	0	0	0	900
PS&E	0	0	0	415	415	415	0	1,245
R/W SUP (CT) *	0	0	57	57	57	57	0	228
CON SUP (CT) *	0	0	0	0	0	0	1,250	1,250
R/W	0	0	0	0	0	50	0	50
CON	0	0	0	0	0	11,350	0	11,350
TOTAL	0	450	507	472	472	11,872	1,250	15,023

Corridor Management Improvement Account (CMIA) Program								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		450	450					900
PS&E				415	415	415		1,245
R/W SUP (CT) *			57	57	57	57		228
CON SUP (CT) *							1,250	1,250
R/W						50		50
CON						11,350		11,350
TOTAL	0	450	507	472	472	11,872	1,250	15,023

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date:	9-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *	
Alameda	4	7965B	15113K	0	
Project Title:	I-580/I-238 ITS Infrastructure in Alameda County from I-880 to I-205				

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

District: 4

PROJECT: TOS Improvements on I-580 corridor-- ALA 580 Ramp Metering

Project # 45a1
EA: 15113K
PPNO:

1A PROJECT DATA

Type of Project		
Select project type from list	Ramp Metering	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	8	8
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	31.0	31.0
Affected Area	31.0	31.0

Average Daily Traffic		
Current	183,000	
	w/o Project	w/ Project
Base (Year 1)	189,512	189,512
Forecast (Year 20)	251,377	251,377
Average Hourly HOV Traffic (if HOV lanes)		0
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	10%	10%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents	19	0.00
Injury Accidents	1194	0.19
Property Damage Only (PDO) Accidents	2467	0.40

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		0.00
Percent Fatal Accidents		0%
Percent Injury Accidents		0%

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 3,085,000
2012-13	$ 3,085,000
After	
TOTAL	$ 6,170,000
Escalation Factor	3.5%

District: 4

PROJECT: TOS Improvement on I-580 corridor- ALA 580 Incident Management

Project # 45a2
EA: 15113K
PPNO:

1A PROJECT DATA

Type of Project		
Select project type from list	Incident Management	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	8	8
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	31.0	31.0
Affected Area	31.0	31.0

Average Daily Traffic		
Current	183,000	
	w/o Project	w/ Project
Base (Year 1)	189,512	189,512
Forecast (Year 20)	251,377	251,377
Average Hourly HOV Traffic (if HOV lanes)		0
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	10%	10%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	19	0.00
Injury Accidents	1194	0.19
Property Damage Only (PDO) Accidents	2467	0.40

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 625,000
2012-13	$ 625,000
After	
TOTAL	$ 1,250,000
Escalation Factor	3.5%

District: 4

PROJECT: TOS Improvements on I-580 corridor- ALA 238 Ramp Metering.

Project # 45b
EA: 15113k
PPNO:

1A PROJECT DATA

Type of Project
Select project type from list: Ramp Metering

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		4	4
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	2.3	2.3
	Affected Area	2.3	2.3

Average Daily Traffic		w/o Project	w/ Project
	Current	122,000	
	Base (Year 1)	126,341	126,341
	Forecast (Year 20)	167,585	167,585
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 315,000
2012-13	$ 315,000
After	
TOTAL	$ 630,000
Escalation Factor	3.5%

District: 4

Project #: 45c
EA: 15192k
PPNO:

PROJECT: TOS Improvements on I-580 corridor- ALA 580 Incident Management

1A PROJECT DATA

Type of Project

Select project type from list: Incident Management

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	8
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	38.8	38.8
	Affected Area	38.8	38.8

Average Daily Traffic			
	Current	174,000	
		w/o Project	w/ Project
	Base (Year 1)	180,192	180,192
	Forecast (Year 20)	239,014	239,014
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

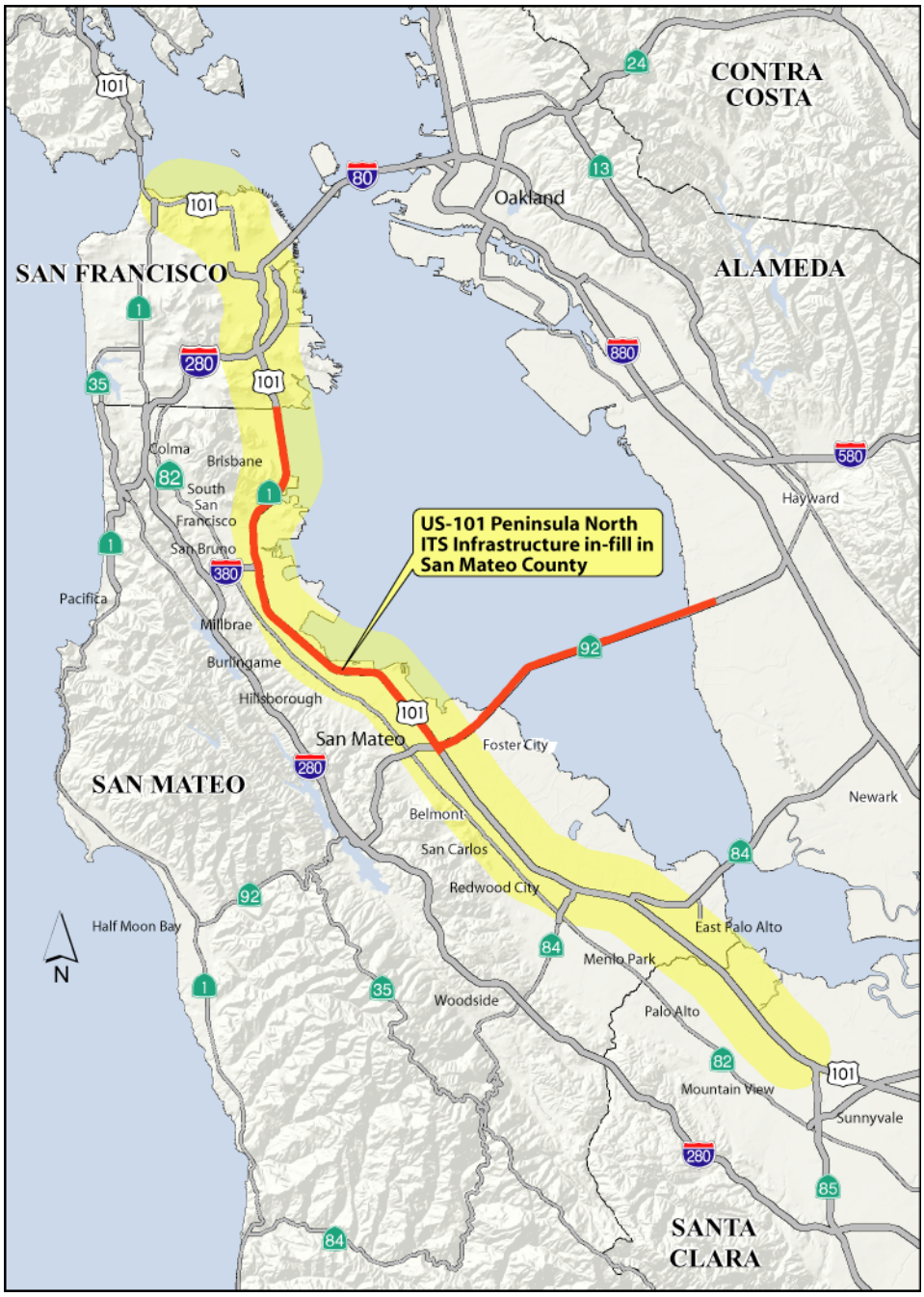
From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 3,475,000
2012-13	$ 3,475,000
After	
TOTAL	$ 6,950,000
Escalation Factor	3.5%

Project Location Map

US-101 Peninsula North ITS Infrastructure in San Mateo County



January 10, 2007

CMIA PROJECT NARRATIVE

US 101 Peninsula North ITS Infrastructure in-fill in San Mateo County

Travel Corridor Description

The US 101 Peninsula corridor extends from the Golden Gate Bridge to the junction with SR 85 in Mountain View, and traverses through San Francisco, San Mateo and Santa Clara Counties. From an Interregional Road System (IRRS) perspective, U.S. 101 is a "focus" route and a major north-south connector from the Silicon Valley in the South Bay to Marin and Sonoma Counties in the North Bay. It is primarily a freeway facility along the entire length of the corridor, with the exception of a small segment in San Francisco, where it is a conventional highway. The corridor intersects with several transbay crossings, including the San Mateo Bridge via SR 92.

Project Function

This project proposes to fill key traffic monitoring and motorist information gaps on one of the most congested corridors in the Bay Area. Although there has been a limited installation of ITS elements along the US 101 Peninsula corridor, the level of deployment is insufficient to comprehensively manage the system. The project would install Traffic Operations System (TOS) field elements on a 14-mile portion of the US-101 Peninsula corridor in San Mateo County. The limits of the project are from the San Francisco County line to the US 101/SR 92 interchange, as well as a 9-mile portion of SR 92 from the 92/101 interchange onto the San Mateo Bridge. TOS field elements included with this project include Closed Circut Television (CCTV) cameras, Changeable Message Signs (CMS), Highway Advisory Radios (HAR), Traffic Monitoring Stations (TMS), ramp metering equipment, and fiber optic cable communications trunk lines.

Project Benefits

A. Operations and Safety

TOS equipment provides benefits to motorists by increasing mobility and safety, and in improving the efficiency and productivity of the regional transportation system. This is consistent with the goals of the CMIA. This segment of US 101 covers the important northern portion of the 101 corridor, connecting the City of San Francisco with the San Francisco International Airport and the San Mateo Bridge. Thus, the ability to properly operate this segment of the corridor is not only important to daily management of the system, but will also be critical when major incidents require traffic diversions between the Bay Bridge and the San Mateo.

Average daily traffic volumes for the US 101 Peninsula corridor range from 64,000 in San Francisco to 249,000 vehicles, with truck traffic accounting for between 1.1% and 4.9% of the daily traffic. Currently, significant stretches of the corridor experience high levels of daily congestion, resulting in total corridor delays about 7600 vehicle-hours per day.

Reliable communications between the Transportation Management Center and the TOS field elements is needed for the effective operations of TOS elements. This is especially true in this corridor, where a number of system management strategies are poised to be implemented. These include the implementation of ramp metering, the development of a corridor incident management plan, integration with existing Smart Corridor efforts on El Camino Real (SR 82) which parallels the freeway, and the initiation of a smart parking project linked to two Caltrain rail stations. Because of these important initiatives, the availability of a fiber optic trunk line will reduce costs for sharing data with local agencies as well as provide a more reliable infrastructure providing higher bandwidth, better quality images, longer life cycle, and lower annual communication cost by eliminating dependency on outside market providers. San Mateo County, in particular, has been highly supportive of regional efforts to promote system management.

B. Air Quality

The nine-county region is also part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

This corridor plays a critical role in regional and inter-regional traffic movements. US 101 is the main access route to San Francisco International Airport, the most heavily used airport in Northern California. From the Peninsula, it serves as a major route to Silicon Valley and to the Mineta San Jose International Airport. It links with the East Bay via the Dumbarton Bridge (SR 84), the San Mateo Bridge (SR 92), and the San Francisco-Oakland Bay Bridge, and provides access to the Port of Redwood City, and the Port of San Francisco. It also provides access to local streets, which includes commercial and residential developments, Stanford University, the Google campus, and many other business districts.

Per San Mateo County's Countywide Transportation Plan 2010, dated April 2001, a relatively high percentage (43%) of San Mateo County residents will commute to jobs in other counties. In 1990, this was the highest percentage of out-commuting for any county in the Bay Area. In 2010, as in 1990, a relatively high percentage of workers (36%) in the county will be non-resident workers who commute in from other counties. In 1990, this was the second highest percentage in in-commuting for any county in the

Bay Area. It is projected that by 2010 there will be a shortfall of 15,600 to 20,600 housing units in the county.

Project Risks

A Project Study Report for this project is expected to be complete in January 2007 and the project environmental phase will begin when funding becomes available. The scope of the project is well defined and risks to the scope, cost and schedule are anticipated to be low to medium. Potential risks may include environmental impacts and required mitigation, economic factors at the time of contract bidding, and access to the Caltrans fiber optics on the BART right-of-way. A project risk management plan will also be implemented to reduce and mitigate risks.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission (MTC) have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. A team of stakeholders within the corridor is now forming and a consultant team has been selected to begin a detailed performance assessment.

Implementation of the TOS enhancements included in this CMIA proposal are essential to the accomplishment of the region's and county's goals for system management. San Mateo County has been extremely supportive of system management strategies and has worked closely with Caltrans and MTC in a number of programs to preserve mobility in this corridor. A ramp metering feasibility study was completed in 2005, which led to an agreement between the county and the cities along the corridor to proceed with metering, as well as an MOU between the county and Caltrans. The first phase of ramp metering is scheduled to begin in late January 2007. A countywide Intelligent Transportation System Strategic Plan was completed in 2005, which is leading to an incident management plan for the Route 101 corridor, scheduled to begin development in Spring 2007. This plan will involve coordination with Smart Corridor improvements that have already been implemented on El Camino Real (SR 82) which parallels the freeway.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Caltrans			**Fact Sheet Date: 01/08/07**
Contact Person	Alan S. Chow		
Phone Number	(510) 286-4577	Fax Number	(510) 286-4773
Email Address	alan _s_chow@dot.ca.gov		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
San Mateo	4	0676G	3A080K		101	11.7	26.2
San Mateo	4	0676G	3A080K		92	12.1	18.8
Alameda	4	0676G	3A080K		92	0.0	4.5

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 8 , 10	Congressional: 12, 13
	Assembly: 19, 18	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101 Peninsula North ITS Infrastructure in-fill in San Mateo County**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

This project proposes to install Traffic Operations System (TOS) field equipment along Routes 101 & 92 in San Mateo County and Route 92 in Alameda County. The TOS field elements include Closed Circut Television (CCTV) Cameras, Changeable Message Signs (CMS), Highway Advisory Radios (HAR), Traffic Monitoring Stations (TMS), ramp metering equipment, and fiber optic cable communications trunk lines.

Description of Major Project Benefits

This project is expected to improve travel time reliability, enhance safety, reduce delays, reduce non-recurring congestion, and to better utilize the roadway capacity. The fiber optic cable communications trunk line will provide for enhanced communication between the TMC and field elements and allow for future upgrades and expansion. It will enable Caltrans to better manage the entire traffic management system by eliminating dependency on outside market provider's changing technology and cost fluctuations.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		January 2007
Notice of Preparation	Document Type: CE	
Begin Circulation of Draft Environmental Document		April 2008
Final Approval of Environmental Document		June 2008
Completion of plans, specifications, and estimates		July 2011
Right-of-way certfication		July 2011
Ready for advertisement		January 2012
Construction contract award		April 2012
Construction contract acceptance		April 2014

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

Date: 8-Jan-07

County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Mateo	4	0676G	3A080K	0
Project Title:	US-101 Peninsula North ITS Infrastructure in-fill in San Mateo County			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	2,063	0	0	0	0	0	2,063
PS&E	0	0	963	963	962	0	0	2,888
R/W SUP (CT) *	0	0	138	138	137	0	0	413
CON SUP (CT) *	0	0	0	0	0	1,448	1,448	2,896
R/W	0	0	0	0	0	10	0	10
CON	0	0	0	0	0	20,630	0	20,630
TOTAL	0	2,063	1,101	1,101	1,099	22,088	1,448	28,900

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		2,063						2,063
PS&E			963	963	962			2,888
R/W SUP (CT) *			138	138	137			413
CON SUP (CT) *						1,448	1,448	2,896
R/W						10		10
CON						20,630		20,630
TOTAL	0	2,063	1,101	1,101	1,099	22,088	1,448	28,900

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 8-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Mateo	4	0676G	3A080K	0
Project Title:	US-101 Peninsula North ITS Infrastructure in-fill in San Mateo County			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

District: 4

Project # 47a
EA: 3A080K
PPNO:

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 101 Traveler Information

1A PROJECT DATA

Type of Project
Select project type from list: Traveler Information

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	8
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	14.5	14.5
	Affected Area	14.5	14.5

Average Daily Traffic			
	Current	204,000	
		w/o Project	w/ Project
	Base (Year 1)	211,259	211,259
	Forecast (Year 20)	280,223	280,223
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 4,790,000
2012-13	$ 4,790,000
After	
TOTAL	$ 9,580,000
Escalation Factor	3.5%

District: 4

Project #: 47b1
EA: 3A080K
PPNO:

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 92 Incident Management

1A PROJECT DATA

Type of Project
Select project type from list: Incident Management

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		6	6
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	6.7	6.7
	Affected Area	6.7	6.7

Average Daily Traffic			
	Current	119,000	
		w/o Project	w/ Project
	Base (Year 1)	123,235	123,235
	Forecast (Year 20)	163,464	163,464
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 2,320,000
2012-13	$ 2,320,000
After	
TOTAL	$ 4,640,000
Escalation Factor	3.5%

District:	4	Project #	47b2
		EA:	3A080K
PROJECT:	**TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 92 Traveler Information**	PPNO:	

1A PROJECT DATA

Type of Project

Select project type from list: Traveler Information

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		6	6
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	6.7	6.7
	Affected Area	6.7	6.7

Average Daily Traffic			
	Current	119,000	
		w/o Project	w/ Project
	Base (Year 1)	123,235	123,235
	Forecast (Year 20)	163,464	163,464
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 1,710,000
2012-13	$ 1,710,000
After	
TOTAL	$ 3,420,000
Escalation Factor	3.5%

District: 4

Project #: 47c1
EA: 3A080K
PPNO:

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 92 Ramp Metering

1A PROJECT DATA

Type of Project
Select project type from list: Ramp Metering

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		2	2
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		45	45
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	4.5	4.5
	Affected Area	4.5	4.5

Average Daily Traffic			
	Current	25,000	
		w/o Project	w/ Project
	Base (Year 1)	25,890	25,890
	Forecast (Year 20)	34,341	34,341
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 3,005,000
2012-13	$ 3,005,000
After	
TOTAL	$ 6,010,000
Escalation Factor	3.5%

District: 4

Project # 47c2
EA: 3A080K
PPNO:

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 92 Incident Management

1A PROJECT DATA

Type of Project
Select project type from list: Incident Management

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		2	2
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		45	45
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	4.5	4.5
	Affected Area	4.5	4.5

Average Daily Traffic			
	Current	25,000	
		w/o Project	w/ Project
	Base (Year 1)	25,890	25,890
	Forecast (Year 20)	34,341	34,341
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 2,625,000
2012-13	$ 2,625,000
After	
TOTAL	$ 5,250,000
Escalation Factor	3.5%

Project Location Map

US-101 Peninsula South ITS Infrastructure in San Mateo County

January 10, 2007

CMIA PROJECT NARRATIVE

US 101 Peninsula South ITS Infrastructure in-fill in San Mateo County

Travel Corridor Description

The US101 Peninsula corridor extends from the Golden Gate Bridge to the junction with SR 85 in Mountain View, and traverses through San Francisco, San Mateo and Santa Clara Counties. From an Interregional Road System (IRRS) perspective, US 101 is a "focus" route and a major north-south connector from the Silicon Valley in the South Bay to Marin and Sonoma Counties in the North Bay. It is primarily a freeway facility along the entire length of the corridor, with the exception of a small segment in San Francisco, where it is a conventional highway. The corridor intersects with several transbay crossings, including the Dumbarton Bridge via the Willow Road interchange.

Project Function

This project proposes to fill key traffic monitoring and motorist information gaps on one of the most congested corridors in the Bay Area. Although there is a partial installation of ITS elements along the US 101 Peninsula corridor, the level of deployment is insufficient to comprehensively manage the system. This project would install Traffic Operations System (TOS) field elements on a 9-mile portion of the US 101 Peninsula corridor in San Mateo County. The limits of the project are from the US 101/SR 92 interchange to the US 101/SR 84 interchange, and includes a segment of SR 84 onto the Dumbarton Bridge. TOS field elements included with this project include Closed Circut Television (CCTV) cameras, Changeable Message Signs (CMS), Highway Advisory Radios (HAR), Extinguishable Message Signs (EMS), Traffic Monitoring Stations (TMS), and fiber optic cable communications trunk lines.

Project Benefits

A. Operations and Safety

TOS equipment provides benefits to motorists by increasing mobility and safety, and in improving the efficiency and productivity of the regional transportation system. This is consistent with the goals of the CMIA. This segment of US 101 is the central portion of the 101 Peninsula Corridor, and connects the two southerly crossings of San Francisco Bay via the San Mateo Bridge and the Dumbarton Bridge. Thus, it is essential that the capability exists to manage this corridor efficiently on a day-to-day basis, but also when major incidents occur on one of the bridges.

Average daily traffic volumes for the US-101 Peninsula corridor range from 64,000 to 249,000 vehicles, with truck traffic accounting for between 1.1% and 4.9% of the daily traffic. Currently, significant stretches of the corridor experience high levels of daily congestion, resulting in total corridor delays about 7600 vehicle-hours per day.

Reliable communications between the Transportation Management Center and the TOS field elements is needed for the effective operations of TOS elements. This is especially true in this corridor, where a number of system management strategies are poised to be

implemented. These include the implementation of ramp metering, the development of a corridor incident management plan, integration with existing Smart Corridor efforts on El Camino Real (SR 82) which parallels the freeway, the initiation of a smart parking project linked to two Caltrain rail station. Because of these important initiatives, the availability of a fiber optic trunk line will reduce costs for sharing data with local agencies as well as provide a more reliable infrastructure providing higher bandwidth, better quality images, longer life cycle, and lower annual communication cost by eliminating dependency on outside market providers. San Mateo County, in particular, has been highly supportive of regional efforts to promote system management.

B. Air Quality

The nine-county region is also part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal nonattainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

This corridor plays a critical role in regional and inter-regional traffic movements. In San Mateo County, US 101 is the main access route toSan Francisco International Airport, the most heavily used airport in Northern California. From the Peninsula, it serves as a major route to Silicon Valley and to the Mineta San Jose International Airport. It links with the East Bay via the Dumbarton Bridge (SR 84), the San Mateo Bridge (SR 92), and the San Francisco-Oakland Bay Bridge, and provides access to the Port of Redwood City, and the Port of San Francisco. It also provides access to Stanford University, the Google campus, and many other residential and business districts.

Per San Mateo County's Countywide Transportation Plan 2010, dated April 2001, a relatively high percentage (43%) of San Mateo County residents will commute to jobs in other counties. In 1990, this was the highest percentage of out-commuting for any county in the Bay Area. In 2010, as in 1990, a relatively high percentage of workers (36%) in the county will be non-resident workers who commute in from other counties. In 1990, this was the second highest percentage in in-commuting for any county in the Bay Area. It is projected that by 2010 there will be a shortfall of 15,600 to 20,600 housing units in the county.

Project Risks

A Project Study Report for this project is expected to be complete in January 2007 and the project environmental phase will begin when funding becomes available. The scope of the project is well defined and risks to the scope, cost and schedule are anticipated to be low to medium. Potential risks may include environmental impacts and required mitigation and economic factors at the time of contract bidding. Fluctuations in the supply of construction materials and the cost of labor for installing TOS equipment, and the limited number of qualified bidders for installing fiber optics communications equipment could also affect cost and schedule. A project risk management plan will also be implemented to reduce and mitigate risks.

Corridor System Management Plan / Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have recently launched a joint effort entitled the Freeway Performance Initiative. The intent of this effort is to advance a corridor based and performance driven Transportation Planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. A team of stakeholders wthin the corridor is now forming and a consultant team has been selected to begin a detailed performance assessment.

Implementation of the TOS enhancements included in this CMIA proposal are crucial to the accomplishment of the region's and county's goals for system management. San Mateo County has been extremely supportive of system management strategies and has worked closely with Caltrans and MTC in a number of programs to preserve mobility in this corridor. A ramp metering feasibility study was completed in 2005, which led to an agreement between the county and the cities along the corridor to proceed with metering, as well as an MOU between the county and Caltrans. The first phase of ramp metering, which matches the limits of this proposed project, is scheduled to begin in late January 2007. A county-wide Intelligent Transportation System Strategic Plan was completed in 2005, which is leading to an incident management plan for the Route 101 corridor, scheduled to begin development in Spring 2007. This plan will involve coordination with Smart Corridor improvements that have already been implemented on El Camino Real (SR 82) which parallels the freeway.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Caltrans			**Fact Sheet Date: 01/08/07**
Contact Person	Alan S. Chow		
Phone Number	(510) 286-4577	Fax Number	(510) 286-4773
Email Address	alan _s_chow@dot.ca.gov		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
San Mateo	4	N/A	3A650K		101	3.2	12.0
Alameda	4	N/A	3A650K		84	0.0	3.8
San Mateo	4	N/A	3A650K		84	25.7	30.2

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 11, 10	Congressional: 12, 13, 14
	Assembly: 19, 20, 21	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101 Peninsula South ITS Infrastructure in-fill in San Mateo County**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

This project proposes to install Traffic Operations System (TOS) field equipment along Routes 101 & 84 in San Mateo County and Route 84 in Alameda County. The TOS field elements include Closed Circuit Television (CCTV) Cameras, Changeable Message Signs (CMS), Highway Advisory Radios (HAR), Extinguishable Message Signs (EMS), Traffic Monitoring Stations (TMS), and fiber optic cable communications trunk lines.

Description of Major Project Benefits

This project is expected to improve travel time reliability, enhance safety, reduce delays, reduce non-recurring congestion, and to better utilize the roadway capacity. The fiber optic cable communications trunk line will provide for enhanced communication between the TMC and field elements and allow for future upgrades and expansion. It will enable Caltrans to better manage the entire traffic management system by eliminating dependency on outside market provider's changing technology and cost fluctuations.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		January 2007
Notice of Preparation	Document Type: CE	
Begin Circulation of Draft Environmental Document		August 2008
Final Approval of Environmental Document		October 2008
Completion of plans, specifications, and estimates		February 2011
Right-of-way certfication		February 2011
Ready for advertisement		August 2011
Construction contract award		December 2011
Construction contract acceptance		December 2013

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 8-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Mateo	4	N/A	3A650K	0
Project Title:	US-101 Peninsula South ITS Infrastructure in-fill in San Mateo County			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	747	747	0	0	0	0	1,494
PS&E	0	0	697	697	697	0	0	2,091
R/W SUP (CT) *	0	0	100	100	99	0	0	299
CON SUP (CT) *	0	0	0	0	0	1,030	1,036	2,066
R/W	0	0	0	0	10	0	0	10
CON	0	0	0	0	14,940	0	0	14,940
TOTAL	0	747	1,544	797	15,746	1,030	1,036	20,900

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		747	747					1,494
PS&E			697	697	697			2,091
R/W SUP (CT) *			100	100	99			299
CON SUP (CT) *						1,030	1,036	2,066
R/W					10			10
CON					14,940			14,940
TOTAL	0	747	1,544	797	15,746	1,030	1,036	20,900

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 8-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
San Mateo	4	N/A	3A650K	0
Project Title:	US-101 Peninsula South ITS Infrastructure in-fill in San Mateo County			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

District: 4

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - ALA 84 Incident Management

Project # 49a
EA: 3A650K
PPNO:

1A PROJECT DATA

Type of Project
Select project type from list: Incident Management

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		6	6
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	3.8	3.8
	Affected Area	3.8	3.8

Average Daily Traffic			
	Current	81,000	
		w/o Project	w/ Project
	Base (Year 1)	83,882	83,882
	Forecast (Year 20)	111,265	111,265
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 1,775,000
2012-13	$ 1,775,000
After	
TOTAL	$ 3,550,000
Escalation Factor	3.5%

District: 4

Project #: 49b1
EA: 3A650K
PPNO:

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 84 Incident Management

1A PROJECT DATA

Type of Project		
Select project type from list	Incident Management	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	6	6
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	4.5	4.5
Affected Area	4.5	4.5

Average Daily Traffic		
Current	57,000	
	w/o Project	w/ Project
Base (Year 1)	59,028	59,028
Forecast (Year 20)	78,298	78,298
Average Hourly HOV Traffic (if HOV lanes)		0
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	9%	9%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:	
Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 1,560,000
2012-13	$ 1,560,000
After	
TOTAL	$ 3,120,000
Escalation Factor	3.5%

District: 4

Project # 49b2
EA: 3A650K
PPNO:

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 84 Traveler Information

1A PROJECT DATA

Type of Project
Select project type from list: Traveler Information

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		6	6
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	4.5	4.5
	Affected Area	4.5	4.5

Average Daily Traffic			
	Current	57,000	
		w/o Project	w/ Project
	Base (Year 1)	59,028	59,028
	Forecast (Year 20)	78,298	78,298
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 1,725,000
2012-13	$ 1,725,000
After	
TOTAL	$ 3,450,000
Escalation Factor	3.5%

District: 4

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 101 Incident Management

Project # 49c1
EA: 3A650K
PPNO:

1A PROJECT DATA

Type of Project		
Select project type from list	Incident Management	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	8
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	8.8	8.8
	Affected Area	8.8	8.8

Average Daily Traffic			
	Current	206,000	
		w/o Project	w/ Project
	Base (Year 1)	213,331	213,331
	Forecast (Year 20)	282,971	282,971
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 2,355,000
2012-13	$ 2,355,000
After	
TOTAL	$ 4,710,000
Escalation Factor	3.5%

District: 4

Project #: 49c2
EA: 3A650K
PPNO:

PROJECT: TOS improvements on 101 (EA#3A080K, 2A790K, 3A650K) - SM 101 Traveler Information

1A PROJECT DATA

Type of Project

Select project type from list: Traveler Information

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural): 2

Length of Construction Period: 2 years

Length of Peak Period(s) (up to 8 hrs): Existing 4 hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		Existing	New
Number of General Traffic Lanes		8	8
Number of HOV Lanes			
HOV Restriction (2 or 3)			
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	8.8	8.8
	Affected Area	8.8	8.8

Average Daily Traffic			
	Current	206,000	
		w/o Project	w/ Project
	Base (Year 1)	213,331	213,331
	Forecast (Year 20)	282,971	282,971
Average Hourly HOV Traffic (if HOV lanes)			0
Percent Traffic in Weave (if oper. improvement)			
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed (if passing lane project)			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility

	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification

	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

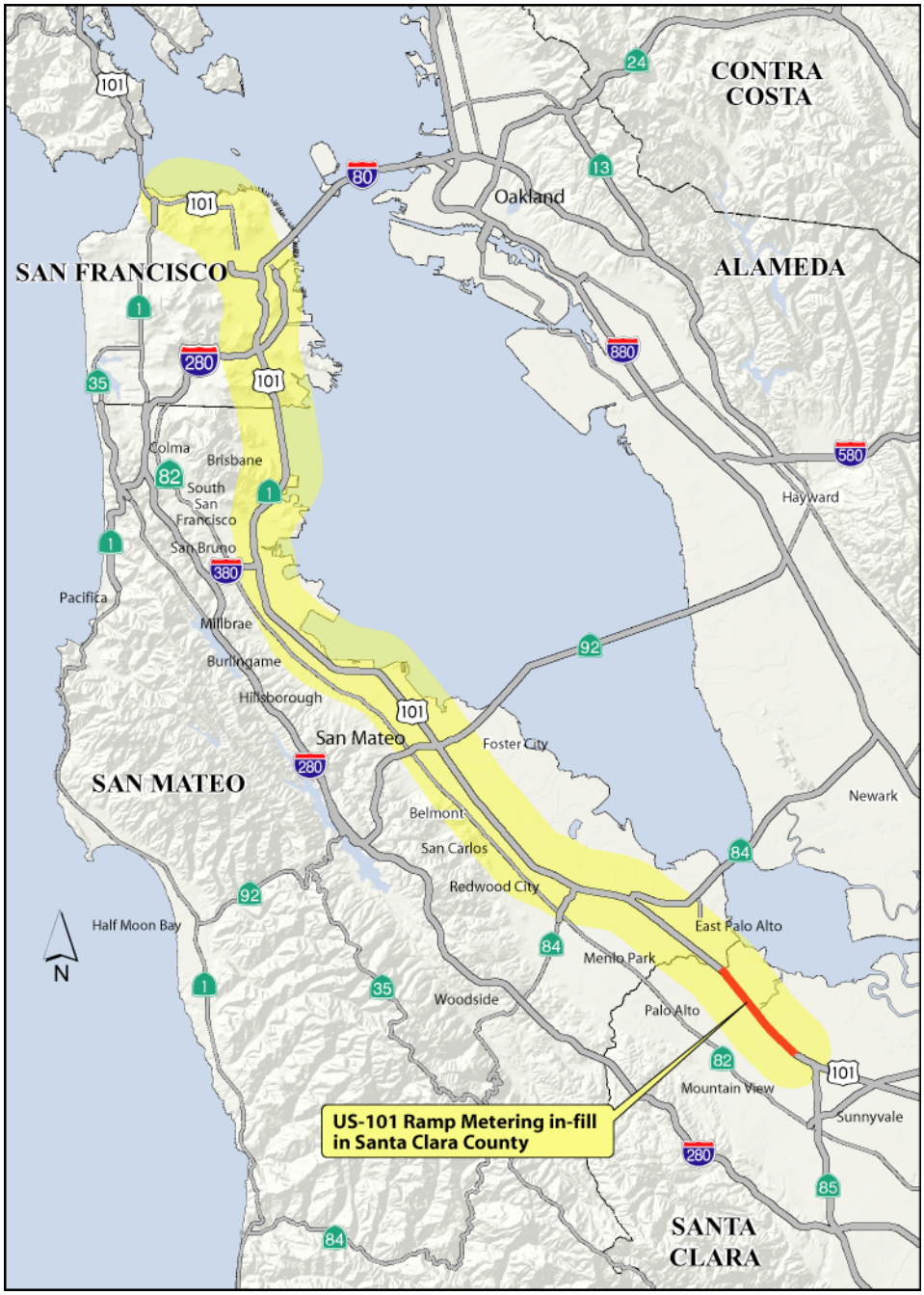
From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 3,035,000
2012-13	$ 3,035,000
After	
TOTAL	$ 6,070,000
Escalation Factor	3.5%

Project Location Map

US-101 Ramp Metering in Santa Clara County



January 10, 2007

CMIA PROJECT NARRATIVE

US-101 Ramp Metering In-Fill in Santa Clara County

Travel Corridor Description

On a national and state level, US 101 is part of the Interregional Road System and the National Truck Network. It is a major north-south route along and near the coast between Los Angeles, at I-5, and the Pacific Northwest via the San Francisco Bay Area and is the backbone of the circulation system for many cities and communities in the region. US 101 is identified in the State's Interregional Transportation Strategic Plan as a "focus route", which assigns this freeway as requiring the highest priority for completion to the minimum facility standard in the 20-year planning period. It is also a Caltrans focus route according to the 1998 Interregional Transportation Strategic Plan. Regionally, the Metropolitan Transportation Commission (MTC) identifies US 101 as one of the four major "Interregional Corridors" within the Bay Area's transportation system.

The US-101 Peninsula corridor extends from the Golden Gate Bridge to the junction with Route 85 in Mountain View, and traverses through San Francisco, San Mateo and Santa Clara Counties. It is primarily a freeway facility along the entire length of the corridor, with the exception of a small segment in San Francisco, where it is a conventional highway. The corridor intersects with several transbay crossings, including the Dumbarton Bridge via the Willow Road interchange.

Project Function

This project proposes to complete the installation and implementation of a ramp metering system in both directions of US-101 in Northern Santa Clara County. Ramp meters would be installed at four interchanges, which would close the remaining gap in the metering system between San Mateo and Santa Clara Counties, completing a 51-mile metered corridor along US 101. The project limits are from Rengstorff Avenue in Mountain View to the San Mateo County line, a distance of about 3 miles.

Project Benefits

A. Operations and Safety

The project will help relieve congestion, encourage the use of carpools and transit, and enhance safety along this corridor. More specifically, the closure of the gap in the ramp metering system will ensure that network can be fully controlled and operated efficiently. The Average Daily Traffic (ADT) volume for the corridor ranges between 38,000 (in San Francisco) and 249,000 (at the US-101/SR-92 interchange) during a typical weekday. Truck traffic accounts for between 1% and 5%of the daily traffic. Northbound AM commuters experience 2,500 vehicle hours of delay between I-280 and north of Trimble Road, thus making it the ninth most congested bay area freeway location. In total, 7,600 vehicle hours of delay are experienced daily by all commuters within the corridor.

Implementing ramp metering in this corridor will help better manage traffic, which will ultimately reduce congestion. Ramp metering has proven to be an effective management

method by controlling traffic volumes entering the freeway to prevent traffic demand from exceeding the facility's capacity, which results in the freeway breaking down into congestion. Additional benefits from metering on this corridor include the promotion of carpool and bus usage by providing preferential entry at high volume on-ramps, thus reducing delays for those vehicles, smoother traffic flow and reduced accidents resulting from congestion.

B. Air Quality

The nine-county region is also part of the San Francisco Bay Area Air Quality Basin. The region currently meets the national attainment standards for Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, Particulate Matter (PM_{10}), fine Particulate Matter ($PM_{2.5}$), and lead. The area has been designated a marginal non-attainment area for Ozone based on current federal standards. Additionally, the region does not meet the current state standards for Ozone, PM_{10} and $PM_{2.5,}$ but is in attainment for the other pollutants listed above. The projected reductions in daily vehicle hours of delay from this project will have a beneficial effect on air quality, as air pollutant emission reductions are realized from increased travel times and speeds.

In February 2005, the MTC adopted the 25-year Regional Transportation Plan (RTP). The transportation air quality conformity analysis of the Plan resulted in a positive conformity finding. This project is included in the current RTP and in the air quality conformity analysis, and is therefore part of a conforming transportation plan.

C. Access to Jobs, Housing, Markets, and Commerce

The corridor functions as one of the region's most important freeways for moving goods into and out of the region, serving statewide, national, and international markets. It accommodates a combination of concentrated urban needs as well as goods movement demands generated from San Benito, Monterey and other nearby counties. The corridor is a particularly important freight corridor for the movement of agricultural products. It is a commute route from southern Santa Clara County and San Benito County to the urbanized Santa Clara Valley including major employment centers in Silicon Valley. It is also a heavily traveled highway corridor for recreational travel providing access for the South Bay to the Sierras via SR 152, to Southern California via SR 152 and I-5, and to tourist destinations in the Monterey Bay Area.

Some of the major traffic generators include: Silicon Valley, downtown San Jose, Mineta San Jose International Airport, San Jose State University, HP Pavilion at San Jose, Center for Performing Arts, Children's Discovery Museum, Tech Museum of Innovation, Valley Fair Mall, Great Mall, Santana Row, and Gilroy Premium Shopping Outlet. Hence, travel demand along this corridor depends upon ongoing commuter use as well as event-based use. With an expected increase of housing stock beyond the southern end of the corridor (toward Gilroy), travel demand will further increase to and from between jobs and housing.

Project Risks

A Project Study Report for this project is expected to be complete in January 2007 and the project environmental phase will begin when funding becomes available. The scope

of the project is well defined and risks to the scope, cost and schedule are anticipated to be low to medium. A project risk management plan will also be implemented for this project to reduce and mitigate risks.

Potential cost increases could occur on this project, as the project has not reached the project report or design phases. Potential environmental impacts or mitigations could result in cost increases and schedule delays. The fluctuation in supply of construction materials and the cost of labor for installing ramp metering equipment could result in cost increases and schedule delays.

The implementation of ramp metering in this project may require agreements with local agencies, and may face local opposition, which could impact the implementation schedule.

Corridor System Management Plan/ Preserving Mobility Gains

Caltrans District 4 and the Metropolitan Transportation Commission have launched the region-wide Freeway Performance Initiative. The intent is to advance a corridor based and performance driven transportation planning process, employing tested System Management principles and strategies to maximize the efficiency of the existing transportation infrastructure. A team of stakeholders within the corridor is now forming and a consultant team has been selected to begin a detailed performance assessment.

Over the past several years, VTA has adopted a corridor management approach to planning and project development. This has been manifested in critical corridor-wide studies that examine not just need and impact within the project limits, but the more comprehensive interactions throughout the corridor. These studies propose solutions that work to the benefit of the corridor as a whole. As part of the CMIA process, VTA is reviewing the effects and lessons learned through this process with the intent of developing this approach into a formal corridor management plan.

In the US 101 South corridor from the northern junction with SR- 85 in Mountain View to SR-129 in San Benito County, investments in TOS equipment have been made with the installation of 20 Closed-Circuit Television Cameras, 1 Changeable Message Sign, 1 Extinguishable Message Sign, 2 Highway Advisory Radio and 71 Traffic Monitoring Stations. Traffic monitoring stations will provide traffic data and closed circuit television cameras will enable incident verification and assist in incident response. Additionally, there is a project currently under construction that will add 4 Closed-Circuit Television Camera, 2 Changeable Message Sign, 3 Extinguishable Message Signs, and 1 Highway Advisory Radio in the southern part of the corridor in Santa Clara County. In total, there are 31 ramp meters that are operational along this corridor, and 23 ramp meters that have been installed, but are inactive pending local agreement.

APPENDIX A

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

Project Nomination Fact Sheet

Nominating Agency: Caltrans			**Fact Sheet Date: 01/09/07**
Contact Person	Alan S. Chow		
Phone Number	(510) 286-4577	Fax Number	(510) 286-4773
Email Address	alan _s_chow@dot.ca.gov		

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
Santa Clara	4	0483D	3A060K		101	49.0	52.5

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate: 11, 13	Congressional: 14
	Assembly: 21, 22	
Implementing Agency (by component)	PA&ED: Caltrans	PS&E: Caltrans
	R/W: Caltrans	CON: Caltrans
Project Title	**US-101 Ramp Metering in-fill in Santa Clara County**	

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

This project proposes to complete the installation and implementation of a ramp metering system along northbound and southbound Route 101 from Rengstorff Avenue to the San Mateo County line in Santa Clara County.

Description of Major Project Benefits

This project is expected to help promote the usage of carpools, vanpools, and transit by providing preferential entry for carpools and buses at some metered on-ramps. In addition to the delay savings benefit, the accident rate is expected to decrease due to smoother flow of traffic and less congestion.

Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'

Project Delivery Milestones (month/year):

Project Study Report (PSR) complete		January 2007
Notice of Preparation	Document Type: CE	
Begin Circulation of Draft Environmental Document		October 2008
Final Approval of Environmental Document		December 2008
Completion of plans, specifications, and estimates		March 2011
Right-of-way certfication		March 2011
Ready for advertisement		July 2011
Construction contract award		September 2011
Construction contract acceptance		July 2012

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: http://www.dot.ca.gov/hq/transprog/ and at: http://www.catc.ca.gov/

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 9-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Santa Clara	4	0483D	3A060K	0
Project Title:	US-101 Ramp Metering in-fill in Santa Clara County			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Proposed Total Project Cost								Project
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)	0	176	88	0	0	0	0	264
PS&E	0	0	123	123	123	0	0	369
R/W SUP (CT) *	0	0	17	18	18	0	0	53
CON SUP (CT) *	0	0	0	0	0	365	0	365
R/W	0	0	0	0	10	0	0	10
CON	0	0	0	0	2,639	0	0	2,639
TOTAL	0	176	228	141	2,790	365	0	3,700

Corridor Management Improvement Account (CMIA) Program

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)		176	88					264
PS&E			123	123	123			369
R/W SUP (CT) *			17	18	18			53
CON SUP (CT) *						365		365
R/W					10			10
CON					2,639			2,639
TOTAL	0	176	228	141	2,790	365	0	3,700

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
Project Nomination Fact Sheet - Project Cost and Funding Plan
(dollars in thousands and escalated)
Shaded fields are automatically calculated. Please do not fill these fields.

				Date: 9-Jan-07
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *
Santa Clara	4	0483D	3A060K	0
Project Title:	US-101 Ramp Metering in-fill in Santa Clara County			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Additional Funding Needs (funding needs not yet committed)

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13+	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

District: 4

PROJECT: Ramp metering in-fill on 101: EA# 3A060K - SCL 101

Project # 50
EA: 3A060K
PPNO:

1A PROJECT DATA

Type of Project		
Select project type from list	Ramp Metering	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	1.5	years
	Existing	
Length of Peak Period(s) (up to 8 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design	Existing	New
Number of General Traffic Lanes	8	8
Number of HOV Lanes		
HOV Restriction (2 or 3)		
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	3.5	3.5
Affected Area	3.5	3.5

Average Daily Traffic		
Current	202,000	
	w/o Project	w/ Project
Base (Year 1)	207,523	207,523
Forecast (Year 20)	277,476	277,476
Average Hourly HOV Traffic (if HOV lanes)		0
Percent Traffic in Weave (if oper. improvement)		
Percent Trucks (include RVs, if applicable)	9%	9%
Truck Speed (if passing lane project)		

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents		0.01
Injury Accidents		0.34
Property Damage Only (PDO) Accidents		0.69

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents		
Percent Injury Accidents		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

TOTAL CMIA PROJECT COSTS (in escalated dollars)

From Project Nomination Fact Sheet:

Fiscal Year:

Before	
2007-08	
2008-09	
2009-10	
2010-11	
2011-12	$ 1,852,000
2012-13	$ 1,852,000
After	
TOTAL	$ 3,704,000
Escalation Factor	3.5%